

Navy News

MAY 1982

10p

Falklands Task Force

48-PAGE
ISSUE



A FORCE TO BE RECKONED WITH

WITHIN a fortnight of disclosure of slimdown details for the Royal Navy, the Service responded with speed and style to an emergency call drawing in scores of vessels and thousands of men for a difficult and potentially dangerous mission up to 8,000 miles from home.

With the eyes of the world focused on them (despite considerable secrecy about movements), the ships and the men and women, assembled from home and abroad, grew into the powerful Falklands Islands Task Force, the Government's dramatic response to the Argentinian invasion of the South Atlantic islands.

Sailors in land battle

AN eleven-strong party of Navy men were on hand in the Falkland Islands to give the first warning of approaching invaders and to help the Royal Marines defend Port Stanley.

Most have now returned to their ship, HMS Endurance, but the story of the last British sailors to leave the islands was brought to Navy News by the leader of the detached party, Lieut. Richard Ball.

He and his men had been landed a fortnight before the attack to put the finishing touches to a months-long hydrographic survey. Instead they found themselves caught up in a battle...

ARMED

Their peaceful work continued until April 1, the eve of the invasion, when the Royals' commanding officer, Major Mike Norman, told them that invasion was imminent. The whole of the naval party — excluding LS(SR) Steve Brook, who was at a survey site 20 miles away — then joined the Marines as part of the islands' garrison.

Armed with sub-machine guns, they moved ammunition, filled sandbags and helped to build defensive positions. Lieut. Ball, Lieut. Chris Todhunter and POWTR Andy Vind spent

● Continued in page 17

Warships sailing from the UK were joined by those diverted from elsewhere. Some vessels carried large Royal Marines groups; many ships were crammed with the equipment of war, including aircraft.

A large section of the RFA fleet was involved and — increasingly as the force got under way — a whole range of com-

● Continued in back page

ISLAND RETAKEN

AS NAVY NEWS was going to press news of the recapture of South Georgia was announced by Defence Minister Mr. John Nott.

It was reported that two Lynx helicopters had disabled the Argentine submarine Santa Fe off Grytviken and that Royal Marines, supported by a number of warships and a Royal Fleet Auxiliary vessel, had been landed by helicopter. Two hours later, at 6 p.m. on April 25, the Argentine garrison had surrendered.

Confirmation of the operation came in a dramatic message from the Task Force to the Government:

"Be pleased to inform Her Majesty that the White Ensign flies alongside the Union Jack in South Georgia. God save the Queen."

WHEN for the first time in more than a quarter of a century naval families watched their menfolk sail away on a major operation with hazards of unknown degree, the Naval Personal and Family Service mustered its resources to meet all contingencies.

Inevitably, the suddenness of ships'

departure from the United Kingdom, need to divert other ships (including some due to return home after exercise in the Gibraltar area), the rapid draft of men from shore to ship, and recalls from leave, led to some anxiety — and great demand for information.

Extra staff were drafted into the Navy's UK Sailors' and Families Advice Bureau,

and the organisation expanded into naval information centres — points of contact for wives seeking help or advice. (See phone numbers list in page 5).

Thousands of queries have been handled, with particular pressure in the first few days of the emergency.

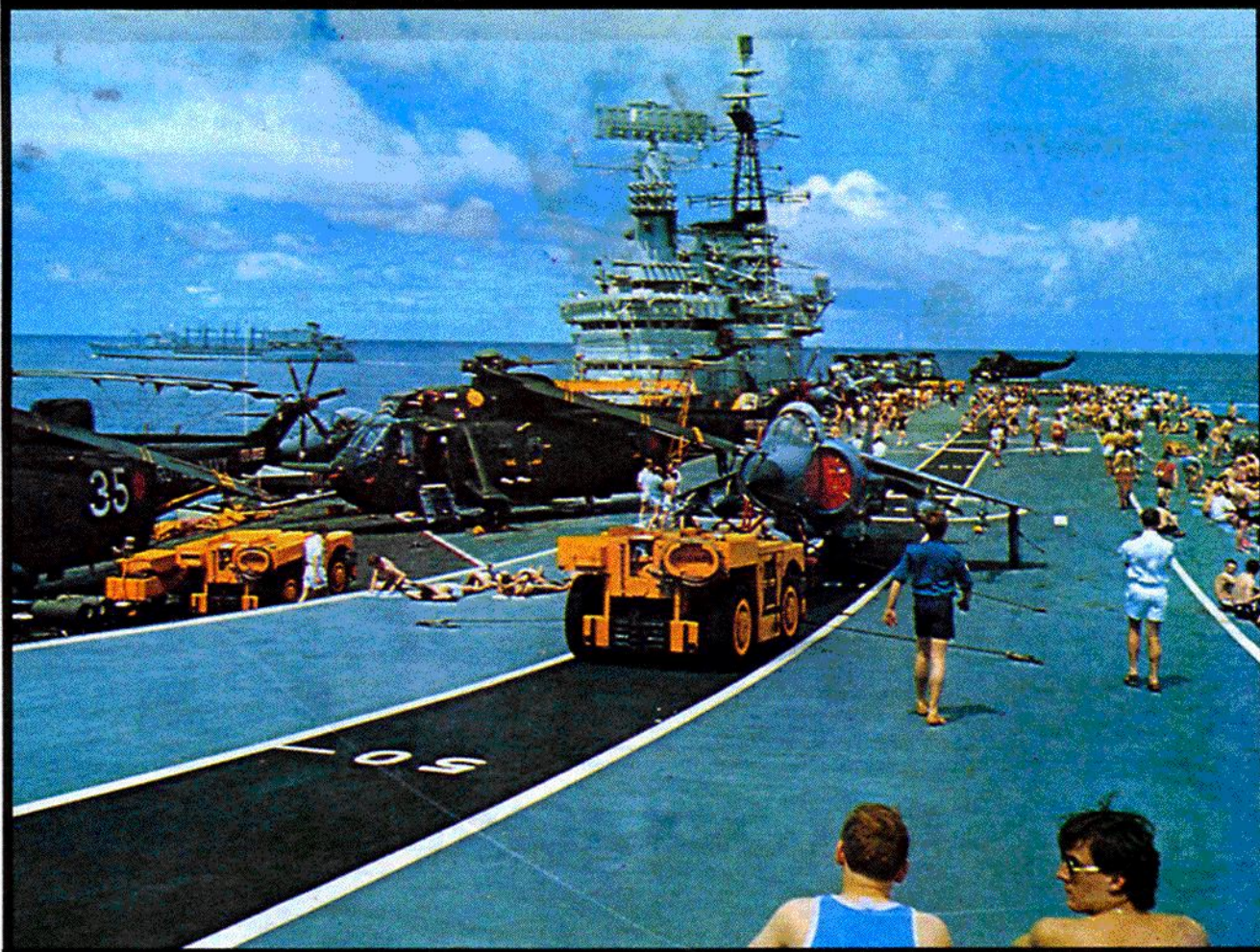
Information, particularly concerning ship movements, was of necessity ex-

tremely limited for operational reasons, although some relaxation came later.

In some cases, especially where ship movements were changed, wives did not know for some time the name of the ship in which their husband was serving.

● Continued in page 5

Mighty Hermes relaxes



Rest day on board HMS Hermes as she steamed south.

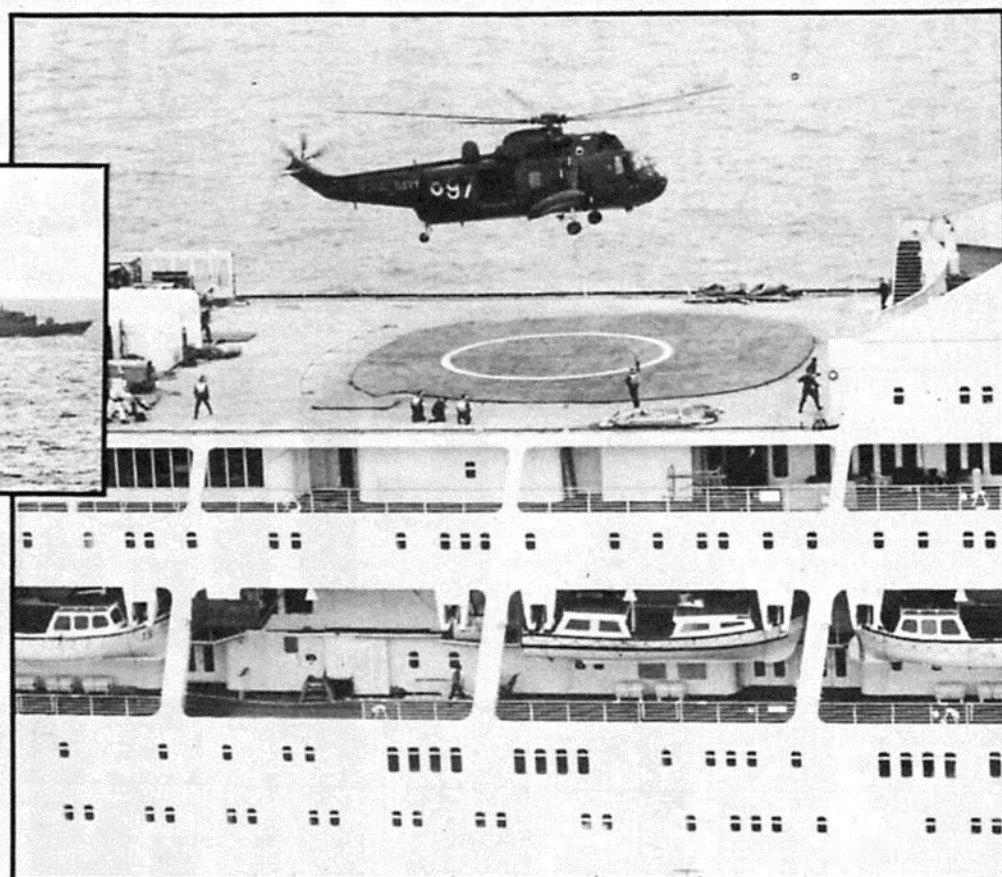
Picture: PO(Phot) Len Cobbett

Wives keep in touch

Heading south

BELOW: Frigates and destroyers of the Falklands Task Force steam south, some with their pennant numbers already painted out. RIGHT: A Royal Navy Sea King tests one of ss Canberra's makeshift flight decks as the liner speeds south with 2,000 troops embarked.

Pictures: PO(Phot) Len Cobbett and RNAS Culdrose Phot Section.



Embattled Marines are in from the cold

ALL THE Royal Marines involved in actions against Argentine troops on the Falkland Islands and South Georgia have now been accounted for and flown back to the United Kingdom. Some may already be with the naval task force.

The final party of 28 Marines — 22 captured on South Georgia, six on the Falklands — arrived back at RAF Brize Norton on April 20. With them was a Navy man from HMS Endurance.

He and others had been landed from the ice patrol ship to carry out a survey task on the Falklands. Ten Navy person-

nel returned to Brize Norton via Uruguay on April 5 with the main body of Royal Marines captured around Port Stanley after fierce fighting on the first morning of the invasion.

Also in the party was the Governor of the Falklands, Mr. Rex Hunt, and his family.

Actions involving the Royal Marines

on both the Falklands and South Georgia have been widely reported. Two battles took place, the first around the Governor's residence outside Port Stanley, the second on South Georgia.

Inevitably, facts about who did precisely what and where have been somewhat confused. No doubt a more detailed picture will emerge when all the participants have had time to tell their stories, but the main facts appear to be that:

- The Royal Marines suffered no losses.
- Several Argentine units were destroyed or damaged, namely an amphibious armoured personnel carrier landing on the Falklands, two helicopters destroyed on South Georgia, and a corvette damaged by a Carl Gustav anti-tank gun, also on South Georgia.
- Argentine admits to one officer killed and two seriously wounded at Port Stanley, and to three soldiers killed on South Georgia.

Corvette

- The Royal Marines claim no one escaped from the burning personnel carrier and that other Argentine soldiers were killed or wounded in the defence of Government House.
- The South Georgia detachment say they killed ten to 15 Argentines and wounded 20 more in the battle of King Edward Cove, Grytviken. They knocked out two helicopters, one of which was riddled by at least 500 rounds, and severely damaged a corvette with a Carl Gustav strike below the water line. In all, the corvette was hit 1,255 times with 66mm anti-tank rockets and small arms fire.

● Before their surrender in the face of overwhelming odds, one of the South Georgia Marines, Cpl. Nigel Peters, was hit twice in the upper arm. Doctors at RNH Haslar did exploratory surgery on his return and his wounds are said to be healing well.

● At Port Stanley, Governor Hunt made the decision to surrender when heavy armour was brought up to confront the lightly-armed Marines. The battle had lasted about three hours.

● All the captured Royal Marines appear to have been treated well and with much respect by the Argentines.

'Covert'

The Royal Marines detachment on the Falklands was unusually large at the time of the invasion because just two days before it happened Major Mike Norman, another officer and 41 Marines had arrived to relieve the resident detachment.

He had taken over from Major Gary Noot who had 26 men under his command.

The 22 South Georgia Marines, under the command of Lieut. Keith Mills, were HMS Endurance's resident detachment.

The six Marines who returned to Brize Norton with the South Georgia detachment had been involved in the defence of Port Stanley. They had been guarding a point some distance from the main action and had gone "covert" when the Governor surrendered.

For three days they hid on the island and avoided patrols before lack of rations forced them to give themselves up.

HAPPIER TIMES

THIS picture was taken when HMS Endurance visited isolated Fox Bay on the West Falkland Island around Christmas.

The Royal Marines officer in the centre of the picture is Lieut. Keith Mills, who with 21 other Marines from the Endurance was later involved in the battle of King Edward Cove, Grytviken, on South Georgia.

Also in the picture with the Fox Bay children and farm manager's wife Mrs. Griselda Cockwell, are the commanding officer of HMS Endurance, Capt. Nick Barker; Lieut. Tim Finding (with helmet); Lieut. Mills; Lieut. Andrew Lockett; AEM Clive Barnes (in life jacket); and LA Bob Nadin.

Picture: LA(Phot) Darby Allen.



The men in command ashore . . . and at sea



IN CHARGE of operations from HMS Warrior, his Northwood HQ, is the Commander-in-Chief Fleet, Admiral Sir John Fieldhouse. Pictured with him are his principal advisers. The group are (from left): Flag Officer Submarines, Vice-Admiral Peter Herbert; Major-General Jeremy Moore, RM; Admiral Fieldhouse; Chief of Staff to the C-in-C, Vice-Admiral David Hallifax; Air Officer Commanding, Air Marshal Sir John Curtis; and Chief Staff Officer (Engineering), Rear-Admiral Peter Hammersley.

REAR-ADMIRAL J. F. Woodward, Flag Officer First Flotilla, took command of the Falkland Islands Naval Task Force, joining the flagship HMS Hermes.

A submariner, Rear-Admiral Woodward has commanded HMS Tireless, HMS Grampus and HMS Warspite.

NAVAL PLANS

Later he commanded the guided missile destroyer HMS Sheffield before becoming Director of Naval Plans. He took up the appointment of Flag Officer First Flotilla last August.



£1 daily for the Islands sailors

INSTEAD of operating differing rates of allowance for ships joining the Falklands Task Force from several areas and by varying routes, it was decided to grant £1 a day tax-free allowances for all serving in the ships, including personnel on Ascension Island.

It will date from the time of leaving the UK, or from the date of ceasing to be eligible for another overseas allowance.

Criticism was widely voiced in national papers when it was reported that men in HMS Invincible would not be able to claim £4 to £6 a day following her presence in the Ascension Island area.

DIVISIVE

But the MOD view was that paying varying amounts, based on last port of call, could have been divisive when all were serving on the same operation. Some ships' companies would have received a bigger allowance than others — with some entitled to nothing (including those serving in requisitioned commercial ships).

The £1 all-round figure equates roughly with the amount paid for service on internal security duties in Northern Ireland.

Numbers puzzle solved

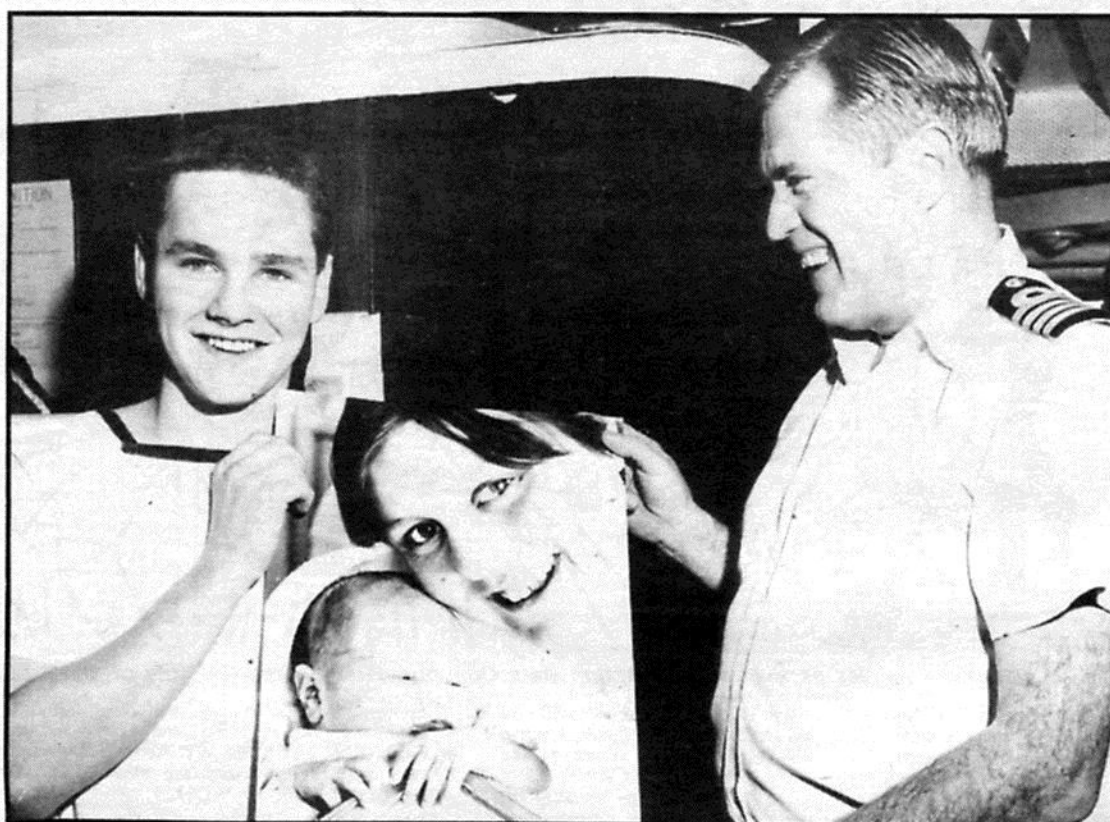
PEOPLE sometimes puzzle how naval parties get their numbers — and in the heat of the moment Drafty wasn't too sure.

The problem was solved by giving parties for the Ascension Islands and their liner Canberra a number based on the time the first message was received.

Now all the numbers — mainly for commercial ships which have been taken over — are derived by adding yet another 10 to the Canberra number.

Written support

AS THEY headed south, Task Force ships received letters of support and encouragement. A number of people enclosed stamped, addressed envelopes, asking for them to be returned with a mark of the ship concerned.



YES, SIR — THAT'S MY BABY!

ALTHOUGH AB Chris Drake has not yet seen his new-born baby, he could certainly picture her as he sailed south in HMS Hermes.

Chris, who left in the carrier four days before his daughter was born, received a larger-than-life picture of his wife Barbara and baby Penny.

The photograph came courtesy of the Sunday Mirror, who heard of the couple's disappointment and sent Chris a blow-up of a picture they took eight hours after the birth.

He is shown here being presented with the gift by the commanding officer of the ship, Capt. Linley Middleton.

Picture: LA (Phot) Buster Brown.

Nurses join the build-up

The mail gets through

MORE than 500 bags of mail with a total weight over 14,000 lbs, had been sent to Falkland Islands Task Force ships by mid-April, and it is known that all ships have received mail. Much of it has passed via Ascension Island.

From early April despatches had been leaving the RN Postal Section at Mill Hill daily for available flights, and mail has been coming back from ships.

In Dorset half a ton of magazines and paper-backs has been assembled and the Royal Marines there were helping by taking them to Mill Hill for despatch to the ships.

A number of organisations have also been making arrangements to send publications and material to the ships to help pass free time on board. Permission has been received to make video tapes of some television programmes for flying out to the ships.

Redundancies

BECAUSE of present operational commitments, provision has been made for the Service to retain, if needed, men due to leave shortly at the end of engagements, or others who have been accepted for redundancy and have asked to go early. The redundancy programme, however, remains unchanged.

MORE than 80 medical and nursing staff members from the Royal Navy and the QARNNS, drawn mainly from the Haslar and Stonehouse Hospitals, left the UK in mid-April to join the cruise liner Uganda, which was being converted into a hospital ship for the Falklands Islands Task Force.

The group comprised doctors, medical services officers, QARNNS nursing sisters and nurses, and RN ratings, including nurses and technicians. There were 37 women and 47 men.

Conversion

The hospital groups travelled to RAF Lyneham, from where they flew to Gibraltar to join the 17,000-ton liner. Medical supplies were also taken.

Meanwhile Gibraltar



Nurses from RN Hospital Haslar set off to join the hospital ship Uganda, accompanied by their penguin mascots.

dockyard was busy continuing conversion of the ship, which eventually left the Rock on April 19.

Earlier a naval medical and nursing party had joined the liner Canberra, which was taken over for the

emergency and sailed from Southampton with many Royal Marines and soldiers embarked.

Extra movies for the Task Force ships

SAILORS in the Falklands Task Force will be supplied with more films faster by the Royal Navy Film Corporation.

The RNFC has been pulling out all the stops to keep the ships — including requisitioned merchantmen — stocked with some of the latest movies, and at present there are 700 copies distributed throughout the force.

Normal "ration" for a ship at sea is 12 titles a month, but the RNFC will be more generous to the Task Force ships — with the help of the film companies.

General Manager of the Corporation, Capt. Don Hunsley, RN (ret'd.), told Navy News that normally three months could elapse between a film being chosen for the Fleet and the date 16mm.

copies became available to ships.

However, the RNFC has been assured by the film companies that they will make every effort to speed the process up so that new titles — including "On Golden Pond" and "Evil Under the Sun" — will be made available to the Navy much earlier than would otherwise be the case.

Satire

Films released to the Fleet this month are:

Improper Channels (A) — Alan Arkin, Mariette Hartley. Amusing satire on escalating bureaucracy in which a child is taken to hospital with a slight cut, falls into the hands of a social worker and triggers off a catalogue of misadventure

FILMS FOR THE FLEET

for its parents. Rank No. 851.

Fort Apache The Bronx (AA) — Paul Newman, Edward Asner. Setting is the 41st Precinct, New York, where the harassed cops have to cope not only with street crime in all its manifestations but also with a disciplinarian new station commander. Apart from that, a cop killer is on the loose. Rank No. 852.

Rich and Famous (X) — Candice Bergen, Jacqueline Bisset. The title of director George Cukor's latest film could well be extended to include

"... and Beautiful", for it features two of the screen's most desirable women. Candice and Jacqueline co-star as contrasting women whose friendship is tested and strained by their differences and their standing in the literary world of New York. MGM No. 853.

Whose Life Is It Anyway? (AA) — Richard Dreyfuss, John Cassavetes. Tom Conti played the lead in the London stage version of this unlikely comedy about a young man paralysed from the neck down. Dreyfuss re-creates the part on screen in this Americanised adaptation of Brian Clarke's drama. CIC. No. 854.

Cutter's Way (X) — Jeff Bridges, John Heard. A crippled and embittered Vietnam veteran, his long-suffering wife and his cautious best friend instigate an

off-beat murder investigation. United Artists. No. 855.

Dragonslayer (A) — Peter MacNicol, Ralph Richardson. No film it seems is complete these days without the presence of Sir Ralph. This year's winner of the Oscar for the best supporting actor pops up in this Walt Disney yarn of the mystical past. The ubiquitous knight plays an old sorcerer who passes on to a young man (Peter MacNicol) the task of putting down the local dragon. Walt Disney. No. 856.

Zorro the Gay Blade (A) — George Hamilton, Lauren Hutton. Temporarily unable to vex the local tyrant due to a twisted ankle, Zorro is saved by the arrival of his identical twin, a sort of swashbuckling Larry Grayson. Fox. No. 857.

DRAFTY'S CORNER

If the title fits — use it



"My partner was an Action Data Communications expert — lots of 'body talk'!"

SUB-BRANCH titles were introduced on September 1, 1979, for WE Artificers and Mechanics as part of the implementation of Engineering Branch Development (EBD).

The titles changed on that day, but of course the holders of the titles — WDs, OCs, ADs and CEWs — went on performing the same jobs, at least until EBD was implemented in each ship, a process that was completed last March.

There is no doubt that for the transition to EBD to be effective it has been necessary for the changes to be carried out in an ordered way over two and a half years.

Unfortunately there seems to be some reluctance on the part of those involved to use, and therefore to understand fully the significance of the titles. However, Drafty's advice

is "get to grips with it"; if you changed your name to Plunkett-Twistleton - Featherstonehough, wouldn't you feel rather let down if everyone went on calling you Fred?

Details

Full details of the "new" titles are contained in DCI(N) 491/79 and the pattern of employment associated with them is given in DCI(N) 775/80. It is appreciated that busy officers and senior rates have better things to do than peruse the finer points of old and out-of-date DCIs, but it is nevertheless worth drawing your attention to them and to highlight the following points:

- All (old style) RE artificers and mechanics who were fully qualified (i.e. second-class and above) on September 1, 1979, and some who qualified later (see DCI 491/79) are now, and will remain until their time expiry date "AD and CEW." Ratings who have completed Artificer

Apprentice Course 752 or Mechanician Qualifying Course 08 (and later courses) are categorised "AD or CEW." All of these ratings are on one common sea roster. In due course it is intended that there should be separate sea rosters for AD and for CEW. This will not be for some time however, and those ex-REs still around should by then have acquired an identity through experience which will determine to which roster they should belong.

- By contrast, apart from those who have transferred to the MEs, all ex-OE ratings are OCs and all ex-CE ratings are WDs. There are separate sea rosters for each sub-specialisation.
- Submariners have been categorised "ADC and WDO" since 1979. Hence on return to General Service they must be categorised "AD and CEW," "WD" or "OC" depending on their previous experience in

General Service, if any, and on general service requirements.

- Fleet Chief and Chief WE Artificers and Mechanics are also designated ADC or WDO.

Drafty has recently carried out a check on the computer records of all WE artificers and mechanics and although he hasn't found the man who left the Navy ten years ago whose records are still held and who is still being paid, the computer has come up with some "funnies."

Important

As a result, a letter has been sent to the commanding officers of all ratings whose designation is incorrect, requesting that service documents be examined and the correct sub-specialisation fed into the computer.

This may seem rather tedious but it is important for the manpower planners to know exactly where they stand when categorising newly-

qualified trainees. This is particularly so since artificers of all WE categories and, separately, mechanics of all WE categories, have common technical training.

Although EBD has been implemented fully in ships, there are still a fair number of WEA(AD)s in WEA(WD) billets, and this state of affairs will continue until sufficient WEA(WD)s have completed the Tracker Enabling Course (D226).

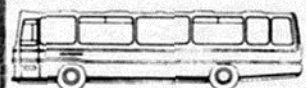
Even then, there will still be ADs occupying WD billets ashore for some years, since it is the general intention that experience which ratings have gained at sea should be utilised fully ashore.

We seem to have got this far without reminding you what the subtitles mean. Since there may be some people who still don't know, why not check again? Where do you find out? — In DCI(N) 491/79 of course, even though it is out of date — though I understand titles will be fully defined in the update of BR 2000 (4).

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Stockton-on-Tees	£15.10	£9.25	Warwick	£7.65	£4.70
Whitby	£15.95	£9.80	Banbury	£6.50	£4.00
Scarborough	£15.45	£9.45	Oxford	£5.40	£3.30
Wetherby	£14.35	£8.80	Reading	£4.85	£2.55
Hull	£13.55	£8.30	Worcester	£9.40	£5.80
Goole	£12.45	£7.65	Gloucester	£7.65	£4.70
Doncaster	£11.65	£7.15	Cirencester	£6.50	£4.00
Leeds	£13.95	£8.55	Swindon	£5.95	£3.70
Bradford	£13.55	£8.30	Marlborough	£5.40	£3.30
Huddersfield	£13.20	£8.05	Plymouth	£10.55	£6.45
Sheffield	£12.45	£7.65	Newton Abbot	£9.40	£5.80
Chesterfield	£11.65	£7.15	Exeter	£8.25	£5.05
Nottingham	£10.90	£6.70	Easton	£5.40	£3.30
Leicester	£9.75	£5.95	Portland	£5.40	£3.30
Northampton	£8.25	£5.05	Weymouth	£5.40	£3.30
Blackpool	£14.35	£8.80	Dorchester	£5.40	£3.30
Preston	£13.55	£8.30	Wimborne	£5.40	£3.30
Manchester	£12.80	£7.80	Swansea	£10.55	£6.45
Warrington	£12.80	£7.80	Cardiff	£9.40	£5.80
Liverpool	£12.80	£7.80	Newport	£8.80	£5.40
Birkenhead	£12.80	£7.80	Bristol	£6.50	£4.00
Chester	£12.45	£7.65	Bath	£5.95	£3.70
Newcastle-under-Lyme	£10.90	£6.70	Salisbury	£3.70	£2.25
Stafford	£10.55	£6.45	London	£4.95	£2.90

N.B. To all ships visiting Portsmouth — Special facilities to meet your particular travelling requirements can be organized at short notice — write, telephone or call Southdown Motor Services Ltd., Winston Churchill Avenue Portsmouth PO1 2DH — Telephone 696911



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Five take big trek record

FIVE members of the training staff at HMS Royal Arthur have shattered the record for the gruelling, 74-mile Black Mountains Trek.

As well as winning the Richardson Trophy, awarded to any team completing the trek within the allotted time of 30 hours, they knocked four hours off the record by returning to base camp 30 hours 25 minutes after setting out.

Team members were the Rev. Rob Nurton, Lieut.-Cdr. Colin Sams, Lieut. Bill Tildsley, CPOPT Knecker White and POPT Sandy Powell.

JASON AND THE ARGONAUTS

OF ALL the ships in all the seas in all the world... HMS Argonaut had a chance encounter with another long-distance traveller bearing the same name.

The remarkable coincidence happened on March 17 while the Leander-class frigate was steaming in the Channel. There she sighted the ss Argonaut, a 23,000-ton Singapore grain carrier on her maiden voyage from Brazil to Rotterdam.

Pleasantries were exchanged by radio and Jason, the frigate's Lynx helicopter, was scrambled to record the event on film. The Royal Navy ship then proceeded on her way to Haugesund, Norway, where a four-day visit was followed by a calibration trial at NATO's firing range near Stavanger.

THE WIVES WHO WAIT

Anxieties eased

● From page one

Often reassurance was required, although nothing could be done to disguise the fact that this was a fast-developing situation and that not all questions could be answered.

Although worried — and in some cases upset — many accepted they were being given all the information security would allow, and were understanding.

As the ships headed south and the situation clarified, the organisation — civilian and Service staff — became involved with setting up regular meeting points in places like community centres.

Here, families finding themselves "in the same boat" could meet in "care groups," chat, commiserate — and be cheerful or sad, as the mood took them.

This was easier on the large naval estates, but even away from the naval centres moves were made, sometimes by individual wives, to set up group meetings.

Sympathy

Equally practically, instructions were issued for sympathetic treatment towards cash problems which might arise as a result of the emergency.

There are reports, too, of friends rallying round and offering services and advice for families, where the husband had received a swift call to sea or there had been a change of plan.

"Now we might get a few of the jobs done that have been needed doing for a long time!" said one wife with a touch of caustic humour.

The setting up of the Task Force brought interruption of all sorts of personal plans for both RN and RM personnel including, in some cases, weddings. There were reports of some marriages having been brought forward before sailings — and some postponed to await homecomings.

Meanwhile, other Service personnel have been on short periods of recall for Task Force duty.

"The whole thing was certainly a traumatic experience for many families but we have



THE NUMBERS TO RING . . .

ENQUIRIES from families concerning the South Atlantic Operation should be directed to naval information centres on the following GPO telephone numbers:

- Rosyth (0383) 416747
 - Faslane (0436) 4321 Ext 541
 - Portland (0305) 821549
 - Plymouth (0752) 557021
 - Portsmouth (0705) 755212
 - Chatham (0634) 812771
 - Royal Marines. Working hours — (0705) 822351
- Ext 6104/6247. Outside working hours — Next-of-Kin Welfare Authority. (All NOK have details of whom to contact.)

done, and are doing, all we can to help," said a NPFS spokesman.

"Sometimes there have been frustrations, but we have kept abreast of information as much as possible."

Although there is no question of radio telephone contacts between the families and ships,

the families are encouraged to write to the men and the mail has been getting through.

The NPFS has also been involved in other contingency planning, ready to meet any situation which might arise.

- SAFAB feature — page 11
- Cartoon — page 20

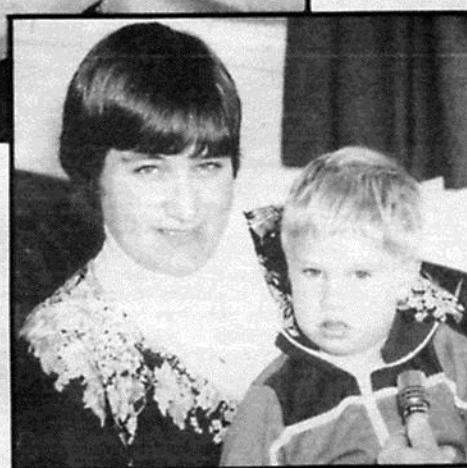


Tom gets it taped

TAPED messages from wives, families and sweethearts are being sent to sailors in the Task Force. The first, for HMS Hermes, were recorded at Shilo Church Centre, Rowner, Gosport, by Mr Tom Pearse, staff public relations officer at Chatham.

Mr Pearse is pictured (top left) with Mrs Angie Hewitt, whose husband is a leading cook. Left: Mrs Jan Thompson and son Christopher. Jan's husband is a leading medical assistant.

Pictures by LWren (Phot) Tracey Howe.



Capt. Barker

Unexpected twist

IF Capt. Nicholas Barker, commanding officer of HMS Endurance, can find the time at the moment he is quite likely to be busy at the typewriter.

In a dispatch to Navy News earlier this year Lieut. Andrew Lockett, the ship's public relations officer, reported that his captain was "more than half

way through writing an Antarctic thriller based on the expected developments of the area."

In view of more recent events, there could be some hasty revising to do . . .

Allotments plea

FOUR naval wives visited the House of Commons and MOD on April 20 and passed over a petition with 2,300 signatures from Gosport, Portsmouth and Plymouth, asking for restoration of the naval weekly allotment system. They put their case to the Armed Forces Under-Secretary (Mr. Jerry Wiggin).

One of the wives said later that there was no indication of any change of policy from MOD — "no movement whatsoever."

Navy Days

EVERY effort is being made to ensure that Chatham Navy Days go ahead as planned on May 30 and 31, despite the Falklands crisis. For operational reasons, however, details of ships taking part are uncertain.

Ships of the Royal Navy

BECAUSE of pressure on space brought about by the Falklands Task Force news and pictures, our regular Ships of the Royal Navy series is suspended this month. Arrangements are being made to extend by one month the subscriptions of those who buy postcards on an annual basis.

The postcards are obtainable from Navy News, HMS Nelson, Portsmouth PO1 3HH, price 15p each (minimum order 60p) including postage and packing (£1.50 per dozen) on receipt of stamps, postal orders or cheques. A standing order for the supply of each card on publication (12 issues) can be arranged on receipt of postal order or cheque for £3.50.

Space limitations have also squeezed out a number of other items.



STORMPROOFING

Duffle coats and winter woolies can protect you against the worst of weather, but who protects the duffle coats? Why Naafi of course, with a big-cover insurance specially devised for the personal possessions and household effects of Service people.

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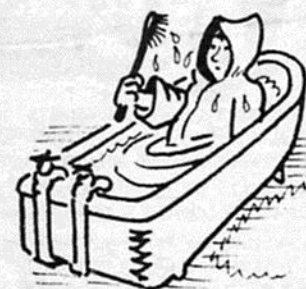


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Ferry at the levee

I READ with considerable interest W. J. A. Atwell's letter (March issue) regarding the American Mississippi-style stern paddle steamer being anchored in Loch Fyne, Scotland, during the Second World War.

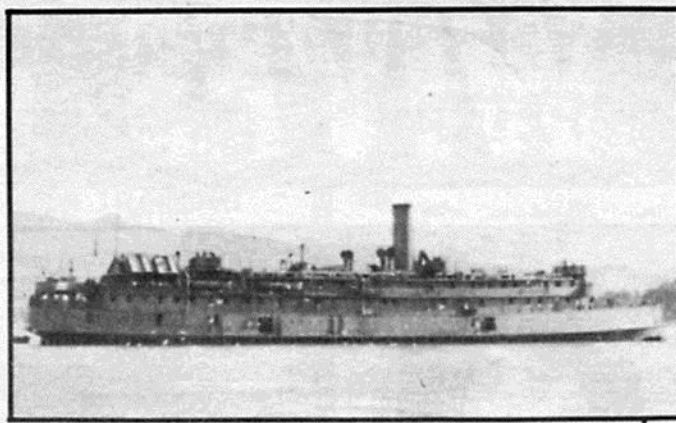
I clearly remember a similar vessel steaming into Milford Haven, Pembrokeshire, and the sensation her arrival caused.

She berthed in Milford Dock packed with American troops. That would have been in the mid-summer of 1943 or '44. This must have been the same vessel that was in Scotland, for surely there could not have been two of them. How on earth did the

Americans get her across the Atlantic? — Vernon Scott, Pembroke Dock.

WHILE serving in HMS Watchman round about D-Day, I saw an American paddle steamer in Falmouth, and was told it was being used as a base laundry by the US Forces — E. Lee, Newton Aycliffe (Co. Durham).

IN 1943 there were two steamboats of the vintage that Mr. Atwell wrote about. They were named the Northland and the Southland. I have enclosed a photograph of the Northland, taken from Inverary Pier. — John Parker (ex-L/Sea), Chelmsford (Essex).



Tampions is the word!

I SAW the letter in the April number from Area CPO A. L. Chapman, SCC Liverpool, anent a seeming discrepancy between two versions of the badge of HMS St Brides Bay.

If Area CPO Chapman cares to write to the Design Department, Planning Division, HM Dockyard, Chatham, he will be given the correct heraldic emblazon of the badge.

Incidentally (and I trust what follows will not be thought too indelicate for the pages of Navy News), Area CPO Chapman seems to have been strongly influenced by the femininity of the badge of HMS St. Brides Bay as he remembers it because he writes of sleeping beneath gun tampons. Tampons are a form of surgical dressing, one example being the article used at certain times by fecund women.

What he slept beneath was a gun TAMPION! — Arthur Robinson, Capt. TD, Barton-under-Needwood, near Burton-upon-Trent.

Thanks also to others who wrote about the St. Brides Bay badge.

Thanks also to others who wrote about the St. Brides Bay badge. — Editor.

Correction

in class

YOUR February edition included an article on the modernisation of HMS Penelope, in which it was stated that the first major change to this ship was that she was originally laid down as a Type 12 — HMS Coventry.

This is not so. She was in fact ordered as a Type 12 — HMS Coventry (Cathedral class). This order was amended and the Penelope was laid down as the first true Leander class.

The earlier ships — Leander, Ajax, and Dido — were originally Type 12 Rothesay class. — L. J. Harding, (Ex-Vickers Armstrong), Gosport (Hants).

Film sub was

Tiptoe

A LETTER in the April edition is headed "Trident not Tally Ho" but I think you will find they are both wrong as being the submarine in the film "Morning Departure."

I was serving in HMS Maidstone at the time, and I am sure it was HM submarine Tiptoe. — R. Tilling, Ex-leading steward, Keynsham, Bristol.

Women at

sea

WITH reference to your feature "Women at Work" (April issue), Surg. Lieut. Janis Burkett is at present serving in HMS Osprey, having joined in December 1981. Surg. Lieut. Sarah Arnold served here from June 1980 to July 1981.

Both these officers have undertaken Search and Rescue duties on an equal footing with their male colleagues. Both, moreover, have served at sea in RFA Engadine which I believe to be the only sea experience at present open to women doctors in the Royal Navy. — M. G. Williams, Surgeon Captain, HMS Osprey.

Weather

or not...

"POLYCELL," writing in the January issue, thinks he has problems getting from PO to CPO.

He should try getting from LA(MET) to POA(MET). I have been on the PO roster since 1979 and have seven-and-a-half years to do and I doubt "weather" I will pick it up before then.

What prospects have I got in the Navy after serving 17 years? — LA(MET) Swabber.

LETTERS TO THE EDITOR

Voting confusion in Service towns

A PROBLEM is arising with the electoral rolls in Service towns. It stems from the fact that it has not been put over strongly enough that, although the Serviceman need register only once in his Service career providing the qualifying address remains the same, if he changes his address and wants to vote in his new district he has to submit a new F/Vote/33 for the new address.

The result is that, according to the electoral roll, many married quarters have more than one family living at the same address.

How does this happen? The man, plus maybe his wife, registers as Service voters at address A. They move to another area, B, and either don't want to register for the vote or don't

think they have to because of the "once in a Service career" rule. Result is they stay registered at address A until the man leaves the Service. If the next occupants of address A do the same, the confusion increases.

Another way that the electoral rolls become incorrect is the actual procedure followed in registering:

1. Fill in F/Vote/33 for new address. 2. Send it to Electoral Registration Officer for new address. 3. When he has processed it, he sends part to the Electoral Registration Index at HMS Centurion. When they have processed it, it is sent to the Electoral Registration Officer for the old address.

Voting rolls are made up in early December the year before the roll comes into force. It means that if a F/Vote/33 arrives at the Electoral Registration Officer for the new address just before the deadline, there is no way it can travel from him, to Centurion, to the old Electoral Registration Officer in time for the name to be removed from the old voting list.

Fed up

The result is that the man's name appears on two voting lists.

I have talked to Electoral Registration Officers who have told me they are fed up with the whole system. In one street I looked up in an electoral roll, out of 35 houses, no fewer than seven addresses had more than one family listed as living there.

One other point: I know of one lady who wished to be a civilian voter. When the electoral roll canvasser came to her house she was out. When the canvasser looked at the old electoral roll he saw there was a man and spouse registered at that address, both Service voters. No need to come back here, thought the canvasser, and went away.

The lady lost the vote for a whole year. The Service voters registered for her address had moved over a year before. — Ian Buick, MTI(HP), SAFAB, HMS Neptune.

Norwegian

welcome

WITH other members of Birmingham branch of the Royal British Legion, and wives, we went on a courtesy visit to the war invalids' home in Baeria, near Kongsvinger, Norway.

Two enjoyable weeks were spent with the Norwegians, most of whom spent the war years in the Royal Norwegian Navy.

In the foyer of the home is a miniature replica of the destroyer HMNS Stord, and alongside a letter from the survivors

of HMS Hardy, thanking the ship's company of the Stord for hospitality shown to them during their stay on board. — Alex Mitchell, (Ex-HMS Europa), Birmingham.

Thank you,

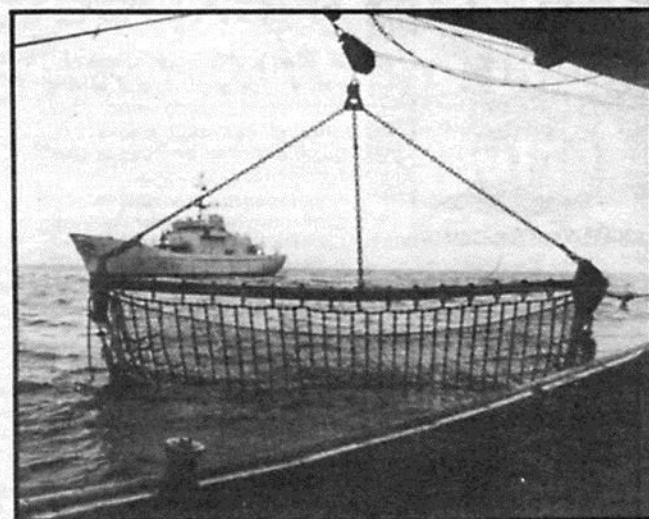
Argonaut

MAY I through your paper send thanks to the petty officers' mess, HMS Argonaut, from the staff and children of Vicarage Road Children's Home, Derby.

For two years they have kept in touch, raising funds for the purchase of radios, handicraft equipment, and in February arrived at the home with £400 worth of outside play equipment.

We would also like to thank the Derby Naval Cadet Club (Malaya) for their initial introduction to the Argonaut and for their continuing friendship. — I. E. Brown, assistant officer in charge.

OVER TO YOU — PAGE 39



Guernsey checks in

I SEND you this photograph taken from the Belgian trawler Falcon while there was a boarding party from the Royal Navy to check our nets and fish.

Good wishes to the crew of the Guernsey from the crew of the Falcon. — Belpaeme, chief engineer of the Falcon.

Congratulations to the 1981 England Hockey Tourists of Australia



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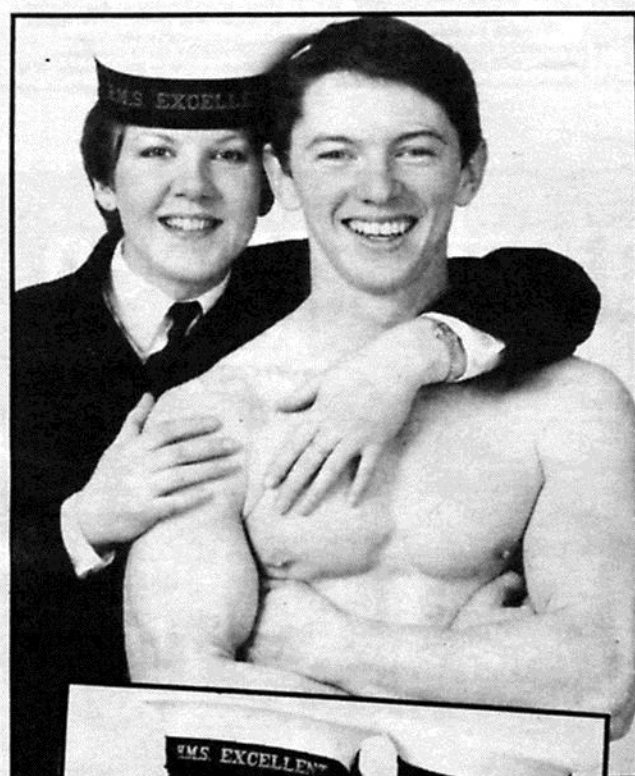
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Matelot of the Month



EARLIER this year Navy News received through its letters pages a plea from a reader who asked us to consider a regular "Matelot of the Month" pin-up.

Representing what she described as "The Society For the Appreciation of a Good Torso (SFAGT)", she asked us to include "hunky males" in Page 3.

Since then Navy News has given careful thought to her request and hopes to satisfy all the members of SFAGT — and perhaps many people who are not.

After a little friendly persuasion on the part of his colleagues, LA(Phot) David Lawrence agreed to take on the modelling job and appear topless in our pages.

is a view shared by many of your female readers.

"I was introduced to your paper by my boy friend, who is based in HMS Londonderry, and find that just seeing the uniform helps me feel closer to him. Please keep up the good work."

Well, Miss Kelly, we find that we can't please all of our readers all of the time, but we do our best to get around as many as possible.

Pictures: LA(Phot) Paul Gibson.

Uniform view

David, who joined the Navy in 1975 and was a medic until last year, is accompanied by "fellow" photographer Leslie Hyder. Both are on the staff of the Fleet Photographic Unit, HMS Excellent.

However, for Miss J. A. Kelly of Huyton, Liverpool, who replied to SFAGT's suggestion, we also picture David with his shirt on.

Miss Kelly wrote: "Seeing a nice matelot in uniform is much nicer than seeing him minus uniform. I'm sure this

Pompey hand of fortune

CAN ANYONE tell me if there is any truth in the following or was it an old sea dog pulling my leg?

I am sure I recall my father, who served in the Navy in the First World War, telling me about a "hand" in Portsmouth Dockyard, the story being that as long as it stayed, no harm would come to the 'yard.

I have a feeling it was pointed out to me by my husband when we used to take the children to see ships during Navy Week.

Some time I must have told the yarn to my youngest daughter, who lost her father in the Hood when she was five, and now she would like to know if there is any truth in this "hand." — E. Tomlin. Waterlooville, Portsmouth.

... and chief of the bath-night

THE NEWS that HMS Excellent is to close sent my thoughts back 32 years to a foggy November night in 1950.

Recently arrived in HMS Vernon (a torpedoman) I decided to visit an old shipmate who was qualifying as gunner in Excellent.

At the footbridge I was directed to two nissen huts... "the second one you want."

Padding through the fog I turned into the second nissen hut and found myself in a passage flanked by "the usual offices."

At the end were bathrooms with half-doors (like Wild West saloons). From one of these came clouds of steam, the scent of soap, the sound of running water, and a sweet voice tuning its merry lay. There was something not quite right.

I withdrew, went to the other end of the hut, and hammered on the door. It was opened by a Wren.

Had I been found in the Wrens' bathroom, my newly-acquired chiefs' buttons would have been blowing in the wind. — Peter Woodhall. Plymouth.

Drake did us proud

AS A member of the RN Amateur Radio Society (No. 1420) and of HMS Belfast, I would like to congratulate the officers and staff of HMS Drake for their excellent courses in communications.

I recently attended one of these courses and found the tuition, food and accommodation to be first class, and would thoroughly recommend them to anyone interested in this subject. — M. Smith. PO(SCC). Feltham unit SCC, Middlesex.

DEMOLISHING EFFECT ON THE ENEMY

I HAVE just received Navy News and read with interest of the introduction into service of a new HMS Brilliant.

As a young torpedoman I was a member of the demolition team mentioned in your article who took passage in the old Brilliant from Dover to Antwerp in May 1940, when the German forces invaded the Low Countries.

During the passage up the Scheldt Estuary with five tons of TNT blocks and other explosives stowed on the upper deck, we found an air raid in progress as we approached Antwerp.

In the action the Brilliant played an active part and was credited with a Heinkel bomber damaged and possibly brought down.

As part of the operation to try to prevent port installations falling into German hands, demolition teams were also sent to Flushing, Hook of Holland, and Amsterdam. I never knew what happened at the other places involved. — Harold Walker. Mombasa, Kenya.

Tribute to Euryalus

THROUGH the courtesy of Navy News I thank all the Royal Navy ships which have helped me with my project, now taking shape in our community centre at South Shields.

I started the project to help the unemployed members of our senior youth section to combat boredom, and basically it took the form of a tribute to HMS Euryalus, which was adopted last year by South Tyneside.

At present we have the crests of 12 frigates, one carrier and

three Royal Fleet Auxiliary vessels. If any of your readers, especially those living on Tyneside, would like to help our project with a plaque, photograph or any piece of RN memorabilia, it will find a place in our community centre. — R. M. Davison. (Councillor for the borough of South Tyneside).

Victorious rudder

READING Lieut.-Cdr. F. Troughton's letter (February issue) reminded me of my own experience in HMS Victorious.

The rudder kept jamming when we were turning into wind to fly off aircraft. Eventually a replacement was sent from the UK to be fitted in a Sydney dry dock, but before the work could be done the war ended.

The rudder was hoisted on board, clamped down on the flight deck, and returned to the UK. I have often wondered if it was ever fitted. — S. Porter (ex-1834 Squadron).

Thanks to Welfare

THROUGH Navy News I express my thanks to Naval Welfare for the prompt action taken to fly home my son, R.S. Matthews, HMS Rooke, when his father was taken seriously ill; and also a second time when my husband passed away. It was a great comfort having David at home at such a sad time. — Dorothy Matthews. Wootton Bassett, Swindon.

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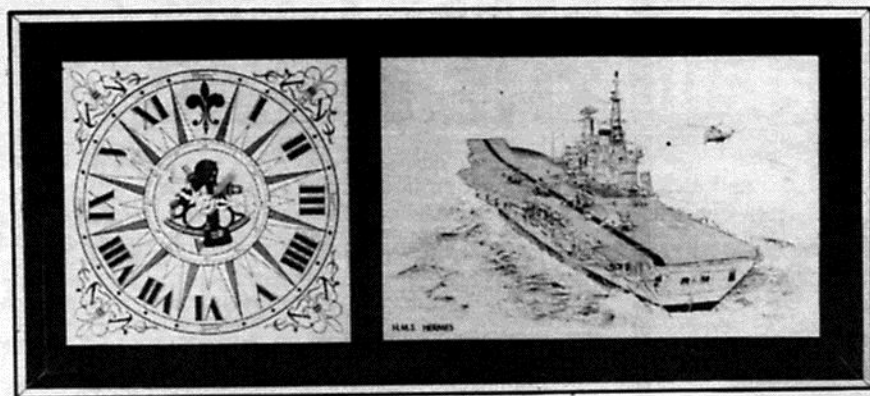
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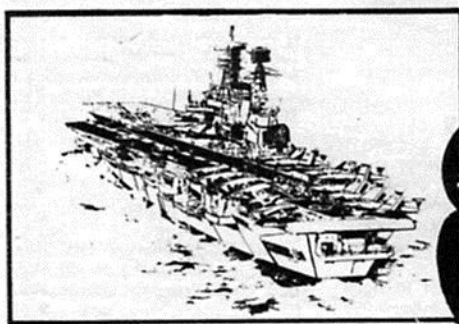




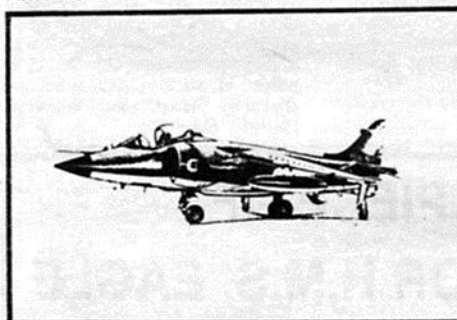
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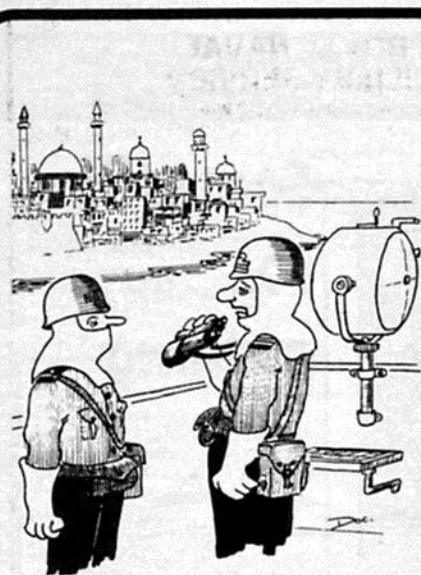
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"I said chart a course for the Falklands, Pilot, not the Balkans!"



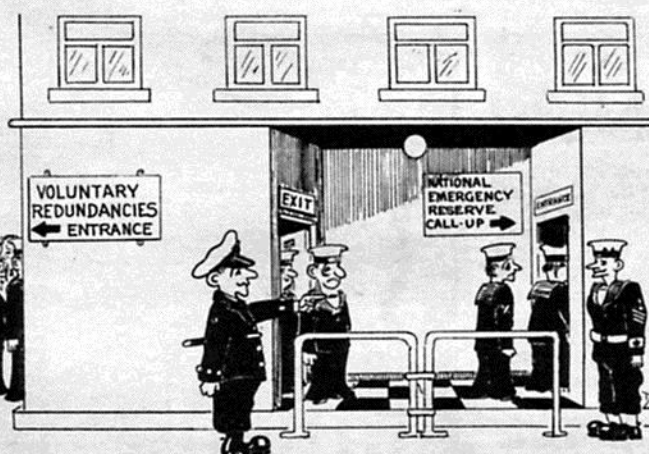
"Pssst... wanna buy a corvette?"



"Congratulations, Clubs! You've been capped for England in an away match against Argentina."



"The last news bulletin said, 'The Prime Minister is ADAM ANT...' Does that mean Mrs. Thatcher has resigned, Chief?"



"Stowaway be blown! You shouldn't have left Pompey so quickly... I'm a dock-yard matie!"



"I'm a bit worried. When I left the house the wife thought I was going for a Chinese takeaway."



HOWEVER rough the going, Navy humour never fails. Ex-master-at-arms Jim Swift, who served in HMS Protector in the South Atlantic, was quick on the draw with two of the cartoons here. The others, by Doc, are the work of CPO P. F. Foster, of HMS Dryad.

The logo (above) will be seen on T-shirts produced by Jim Swift's business, Swiftshirts, in Chichester Road, Portsmouth.

S. Georgia experts do an 'about turn'

LIEUT. BOB VEAL, leader of the recent Joint Services expedition to South Georgia, headed back to the South Atlantic rather sooner than he had bargained on. Barely a week after returning to the United Kingdom at the end of three months on South Georgia, he embarked in HMS Fearless in Portsmouth to join the Falkland Islands Task Force.

Also on the way back is Bombardier Dick Adderton of 7/45 Commando Group based at Arbroath. He was expedition communications officer.

Several other members of the party are on stand-by. Their up-to-the-minute knowledge of the islands assumed new importance when Argentina began the invasion, and expedition members have provided pictures taken on South Georgia and in the Falklands, and have been involved in debriefing on the topography of the islands.

They reported that the only unusual activity seen on South Georgia during their three months there had been a couple of low passes by Argentine aircraft and a visit to Grytviken by an Argentine vessel.

The team, which included

seven members of the Royal Navy, got out of the area on virtually the last regular flight from Port Stanley. They were embarked in HMS Endurance for passage to Montevideo when the ship was diverted to investigate the presence of Argentine scrap metal merchants on South Georgia.

Last flight

The Endurance turned back and the expedition party was dropped off at Port Stanley, where they caught what proved to be the last regular flight from the Falklands. From there they flew to the Argentine naval base at Comodoro Rivadavia and on to Buenos Aires to await a flight to the UK.

But with the diplomatic row threatening to erupt at any

moment, they decided to leave immediately for Rio de Janeiro in Brazil. They eventually arrived at Gatwick Airport on March 29, four days before the invasion.

Base camp

The achievements of the expedition have been rather overshadowed by the Falklands crisis. Work began on December 12 with the party establishing a base camp at Moltke harbour and an advance base at 1,500ft. on Ross glacier.

Early in January two teams left for a one-month exploration of the south end of the island. One was tent-bound for eight days in bad weather, and the severe conditions also prevented several major mountaineering objectives from being achieved. Mount Brooker, 6,000ft., was climbed, however, and several other first ascents of lesser peaks were attempted.

Reindeer dung

Glaciological surveys were completed on five glaciers, and ice-boring was done at 4,000ft. on the Spenceli glacier. Even the disposal of reindeer dung was the subject of a comprehensive project compiled successfully by Lieut.-Cdr. Hamish Craig, the scientific officer.

Deputy leader of the expedition was Lieut.-Cdr. Peter Langdon, and other naval personnel in the team were Lieut. Martin Kelly, Surg. Lieut. Paul Hutchings, Lieut. Tony Airey RM, and LS Danny Yarker.

RAN and to be Hydrographer RAN. May 24.

Cdr. M. G. Jones. Renown (Starboard) in command. September 7.

Cdr. P. J. L. Kelly. Fawn in command. July 6.

Lieut.-Cdr. A. S. Lawrence. Duty with CNSA August 3 and for Brocklesby building, in command on commissioning.

Lieut.-Cdr. J. G. Merrett. Abdiel November 2 and in command.

Lieut.-Cdr. C. D. Stockman. Otter August 2 and in command.

Lieut.-Cdr. J. M. Edmonds. Staff officer Clyde Div. RNR and in command RN Perm staff, and Hodgkison in command. October 25.

Lieut. M. J. Dance. Staff officer Forth Div. RNR and in command RN Perm staff, and for Kedleston in command (granted acting rank of lieut.-cdr.).

Lieut. M. Stanhope. Orpheus May 4 and in command.

Lieut. I. A. Gibson. Raleigh April 20 1982 for Inshore Training Squadron and Millbrook in command.

Other appointments recently announced include:

Capt. R. C. Dimmock. Hermes in command. September 20.

Capt. F. A. Collins. Tamar in command and as Captain-in-Charge Hong Kong and CP Hong Kong. June 25.

Capt. A. D. Hutton. Newcastle in command and as D3. September 8.

Capt. M. C. Cole. Plymouth in command and as F6 July 16.

Capt. J. A. L. Myres. Loan service with

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TWO PAGES FOR

Laker: Total loss for some

THE PLIGHT of some naval wives who bought Laker Skytrain tickets to the United States proved a shade less financially disastrous than first anticipated, as reported earlier. By finding some extra cash, they were able to get tickets on other airlines.

But we have now heard of at least three wives whose financial loss was total. They were making the trip to coincide with a visit to the US by HMS Danae.

Writing from Torpoint, Cornwall, one wife says that, whereas the mother mentioned in our article had to find £115 for three more tickets, she had lost the £238 paid for a Miami

ticket. Booking on another airline cost her £264.

"My situation arose because we had paid our money back in December and the travel agent had forwarded all of it to Lakers.

"I know of two other wives to whom this also happened and one who, like the lady in the article, just lost her deposit.

"I realise there is nothing we

can do now but wait and hope to get some money, if not all, back. But I fully agree that there should be some way to insure.

"I feel particularly bitter as we paid our money in plenty of time to ensure getting a flight."

The lucky ones on this occasion were those who paid later, as only their deposits had been passed on to Lakers.



EXHAUSTED by the excitement (surely it wasn't the champagne), Rebecca Chamberlain decided it was all too much for her.

The 16-month-old daughter of RPO Barry Chamberlain and her mum, Sue, had made the long journey from Cambridge for the commissioning ceremony of HMS Dumbarton Castle at Rosyth naval base.

Something for nothing

WHAT constitutes a "non-event?" And when better not to hold it than April 1? But it's not entirely a joke.

Medway Branch KGFS thought a good way of raising funds would be to send out nicely-printed invitation cards to what they called a "non-event."

Explaining carefully that the event "will not take place on April 1," the card went on to list some of the advantages, like the avoidance of:

- The cost of a baby sitter.
- The need to have your hair done, press a frock or have a suit cleaned.
- The need to take your car out of the garage, drink and possibly be breathalysed.
- Wear and tear on your car, frame, liver and social patience.
- Excessive dieting following an unnecessary calorie intake.
- The need to find an excuse for refusing an invitation on the day in question.

Then came the pay-off... "You are invited to pay £2.50 (or any less sum that you can afford) to participate in this event, thereby giving maximum value for your financial support to a very worthy cause, and avoiding expenditure on unnecessary overheads."

So, a "different" approach to raising cash for charity. It will be interesting to see if it catches on.

FAMILY BOND

WHEN Alan Bond formally passed into the artificers' training establishment HMS Fisgard, his performance during the parade was closely scrutinised by two former RN artificers — his father Roger and grandfather Kenneth.

Alan has now embarked on the first of three terms' Part II training in Fisgard. His father joined Fisgard in 1957 and served as an REA in ships which included HMS Ark Royal, before leaving the Service this year as a CWEA.

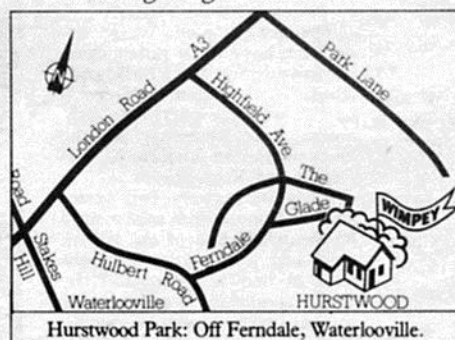
Alan's grandfather joined in 1936 and served as an ERA in motorised anti-submarine boats throughout the Second World War. Later he became workshop superintendent in Fisgard. Now retired, he is a councillor in Caradon District, Cornwall.

The family tiffy link goes back even farther to 1914 when Alan's late great-grandfather Charles entered the Service as an ERA. He served in both world wars and was awarded the BEM for service in HMS Achilles during the Battle of the River Plate.

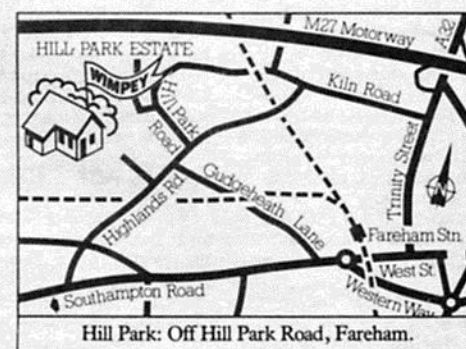
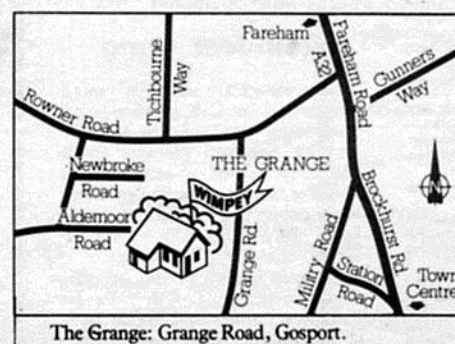
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too
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FAMILIES

HELP! — SAFAB IS THERE TO LEND A HAND

DESIGNED to answer questions from sailors and their families — or at least to point them in the right direction — SAFABs aim to be a focal point for people with a large range of inquiries and problems.

Yet surprisingly and, despite much publicity over the years, some people still seem unaware of the existence of Sailors and Families Advice Bureaux. For instance, there was the naval wife of 20 years who rang Navy News last month during the departure of the Falklands task force.

Her husband was serving in one of the ships which had been due to return to the UK from the Gibraltar area, but which she now believed redeployed. And, as it happened, the local SAFAB could have provided her with information — although limited in this case, for operational reasons. Many other wives also contacted SAFABs as the Falklands crisis developed.

Advice

But there are many other kinds of inquiries which come the way of SAFABs, which were introduced as an integral part of the Naval Personal and Family Service organisation in 1977.

The bureaux — naval equivalents of citizens' advice bureaux — are in Nelson, Drake, Cochrane, Neptune, Pembroke, Osprey and Rooke.

They are not advice centres in a counselling sense, but are staffed by experienced and knowledgeable senior rates who provide a confidential, accessible service for officers, senior rates and junior rates and their families seeking advice on a variety of subjects.

These include bus/train timetables, holiday brochures, Which and Consumer Association publications, tax publications, information on private schools, divorce procedures,

DHSS matters, and, naturally, naval inquiries.

Let's take just one of the bureaux — Rosyth — as an example. Here the team is headed by CMEM(M) Steve Stevenson, who tells the story of a senior rate who explained that it took him two days to find out if, and where, he could obtain packing cases for removal of his family's possessions. Had he contacted SAFAB it would have taken ten minutes. He had not used SAFAB because "it never occurred to me."

As in other SAFABs, the atmosphere is relaxed and friendly and both Chief Stevenson and CRS(W) Tanzie Lee work in plain clothes.

In addition to general information, they are able to supply information about the Rosyth Area, including the many naval facilities.

The display room has much to offer and, as at other SAFABs, most people who visit leave with a leaflet or information sheet of some kind.

Here are a few random examples of the kind of queries which have come the way of the Rosyth bureau, although they are inquiries which might have arrived at any SAFAB.

Case 1: TV trouble

Mrs. "A" went to the SAFAB shortly after arriving in Rosyth. She explained that while living in Helensburgh her husband visited a local warehouse and bought a remote-controlled colour TV.

Within the first week, it had broken down and needed a new control unit. This worked for a day or so, then the set went wrong again. The engineer was called in again and this pattern

of events continued for the next five or six months, before the couple moved to Rosyth.

Eventually Mrs. "A" went to SAFAB in desperation as the guarantee on the television was due to run out and she had had hardly any trouble-free viewing.

After one or two "false starts," the set was finally removed and taken for repair. Six weeks later, it was back with Mrs. A for two days — when it broke down again. Head office was again contacted and the TV was taken back to the factory.

The brand new replacement TV lasted a week before it broke down! Half-an-hour later

it was repaired and has been working ever since. That was a few months ago and since then SAFAB have heard nothing of the old set. Perhaps it has conveniently got lost.

Case 2: Bumpy bus

Leading hand "B" was on a ship's mess run ashore in Stirling. As the hired bus went over a hump back bridge on the way back, the sailor was thrown upwards with the movement. He severely cut his head and needed stitches.

SAFAB referred the case to the Scottish Naval Legal Adviser in Edinburgh, who took the case up (free of charge for junior rates). The outcome was that the leading hand received a reasonable compensation payment.

Case 3: Video victim

PO "C" asked what help SAFAB could offer about an insurance problem. He explained that he had a hired video recorder, worth about £500, at his parents' home. At a

party, beer was accidentally spilt over it. The cost of repair was more than the value of the recorder.

The insurance firm providing cover for the house contents of the parents' home refused to accept liability for the repair fee, saying they had not been informed that the house contained this piece of equipment, even though the insurance policy gave more than adequate cover.

SAFAB contacted the British Insurance Association who asked the PO to write to them with all the facts and enclosed a copy of the policy.

That was several months ago and, as SAFAB have not heard from the petty officer since, they presume this is another satisfied customer.

Case 4: Car care

AB "D," who was serving in submarines, went to SAFAB with a problem on motor insurance. He had been in an accident which was not his fault and was having trouble getting the insurance company to inspect. The car, which was an insurance write-off, was parked outside his home.

As he was due to report for a tour of duty, he left his papers with SAFAB. They immediately wrote to both the insurance company and the British Insurance Association and asked for help.

Within a fortnight inspection of the vehicle had been carried out and a letter of apology received explaining the reasons for the delay.

Some months later, AB "D" returned from his duty and called at SAFAB to say that, not only did he get full recompense for his car, but that there was also compensation for a passenger.

Besides the examples quoted, there are many other instances where help and direction have been given by all the SAFABs.



NELSON'S GUARD

WHEN the Lord Mayor of Portsmouth (Mr. Frank Sorrell) inaugurated the city's contribution to Maritime England at a ceremony on board HMS Victory, he and the Commander-in-Chief Naval Home Command (Admiral Sir James Eberle) — seen here — talked to members of the HMS Nelson Volunteer Cadet Corps, who formed a guard of honour. Sons and daughters of members of the Service take part in the many Corps activities. For the ceremony, a fanfare was played by Royal Marines trumpeters.

Navy News

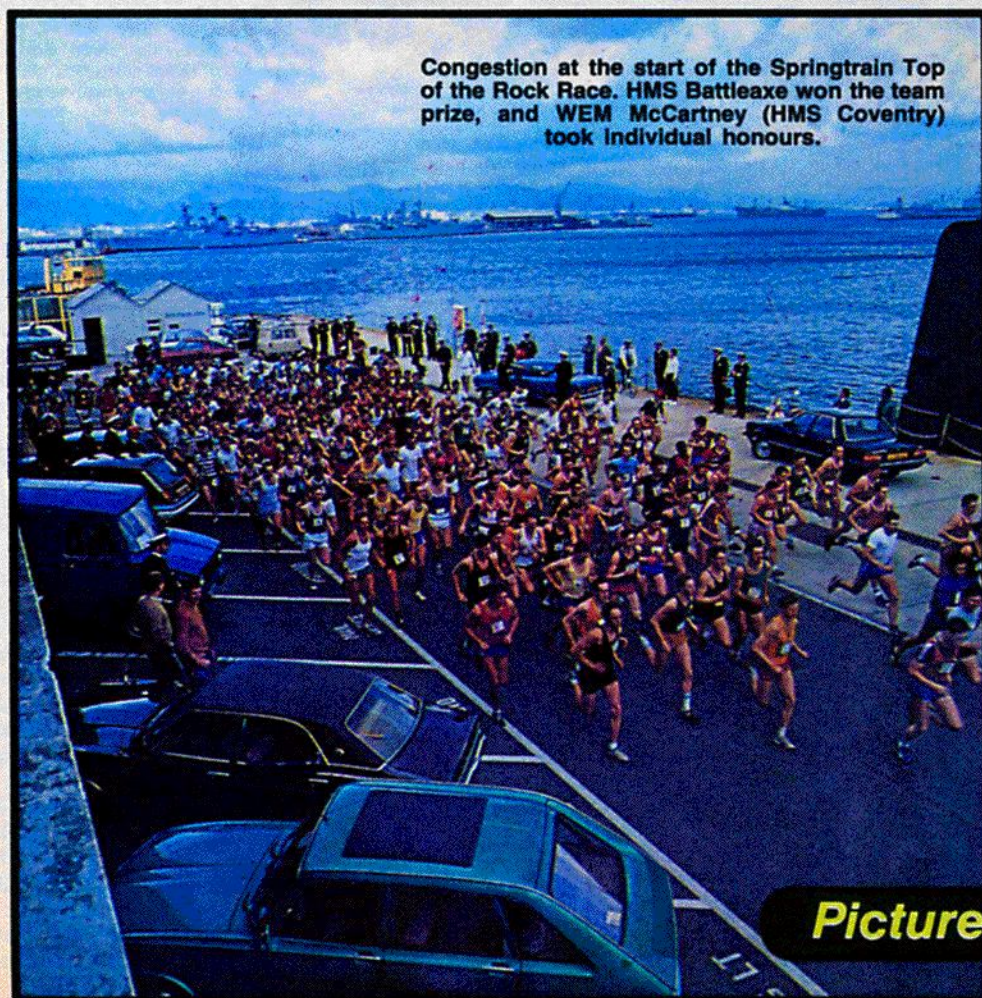
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Twenty-six ships converge on Gibraltar for

Gibraltar Naval Base seen full of warships during the harbour training phase of Exercise Springtrain. Pictured are (foreground, left to right, inboard ship named first): HM ships Rhyl and Yarmouth; Dido and Plymouth; RFA Engadine; Ariadne and Euryalus; Coventry and Glasgow; Antrim and Brilliant; (background) Galatea; Lowestoft (bows towards Rock) and Aurora; Glamorgan; Broadsword and Battleaxe.



Congestion at the start of the Springtrain Top of the Rock Race. HMS Battleaxe won the team prize, and WEM McCartney (HMS Coventry) took individual honours.



Sea Kings in clean

ALTHOUGH the Mediterranean generally is said to have an appalling pollution problem, Gibraltar's inshore waters are relatively clean according to an aerial survey carried out by 824 Squadron B Flight.

In anticipation of Exercise Springtrain, B Flight detached

to RAF Gibraltar from Portland on board RFA Olna. As part of a full flying programme before the start of the exercise the Flight completed an aerial "photex" to identify pollution sources around the Rock.

Few waste outlets were recorded, and the waters and shores were relatively clean when viewed from the air.

The Flight was also used to

photograph Soviet ships operating in the Straits, and worked closely with the Staffordshire Regiment stationed on the Rock. The regiment, more familiar with Puma helicopters, carried out trooping drills with the Flight's Sea King Mk. 2s at Lathbury Barracks.

Aircrew drills were done with dinghies being launched into the Mediterranean in the shadow of

Pictures by LA(Phot) Dave Cutler, Wren(Phot)

the Royal Navy's biggest annual exercise

ALL-OUT FORCE ON SPRINGTRAIN

MANY OF THE ships now in the Falkland Islands Task Force had been taking part in the Royal Navy's largest annual exercise — Exercise Springtrain at Gibraltar — when Argentina invaded the British territories.

When the complete exercise force assembled in the Rock's naval base at the end of March there was a total of 18 British frigates and destroyers, two submarines and six Royal Fleet Auxiliary vessels.

US Navy

Also involved were two American frigates, US Navy Lockheed P-3 Orion aircraft, Buccaneers of Strike Command's 12 Squadron based at RAF Lossiemouth, and Nimrod maritime reconnaissance and anti-submarine aircraft.

Thirteen RN warships steamed into Gibraltar in two line-ahead formations on March 24 to start the harbour training phase of Springtrain. Leading one of the formations was HMS Antrim in which Flag Officer First Flotilla, Rear-Admiral J. F. Woodward,

flew his flag. The exercise was later attended by the Commander-in-Chief Fleet, Admiral Sir John Fieldhouse, whose flagship was H.M.S. Glamorgan.

The ships undertook a variety of high-seas firings in the Eastern Atlantic and Western Mediterranean, and were due back in the United Kingdom in the first week of April when they were ordered to the Southern Atlantic.

During the week-end that the ships were in Gibraltar an intensive sports

Olympiad was held involving all the ships' companies. HMS Glamorgan won the Maxi-Ship Cup, HMS Plymouth the Midi competition, 12 Squadron carried off the Mini-Ship trophy, and lads of HMS Rooke won the Top of the Rock Race.

First ship's team to the top of the Rock was that of HMS Battleaxe, and the first three individuals to finish were WEM McCartney (HMS Coventry), WEM Perez (HMS Ariadne) and MEM Barrowclough (HMS Antrim).

RIGHT: HMS Brilliant leads HM ships Battleaxe, Euryalus, Plymouth and Glamorgan into Gibraltar on the opening day of the harbour training phase of Exercise Springtrain.



Sheffield jogs to victory

HMS SHEFFIELD is claiming the Fleet — and with it the world — record for jogging at sea!

Members of the ship's company carried out a Baton Trophy 100x1 mile relay round the upper deck while the ship was on passage in the Red Sea. The going rate on shore is about ten hours on a 400 metre course, so the Sheffield time of ten hours 47 minutes was a real achievement.

Each runner had to cover about ten laps of the upper deck to complete a mile.

sweep

the Rock, and wet winching was practised by day and night.

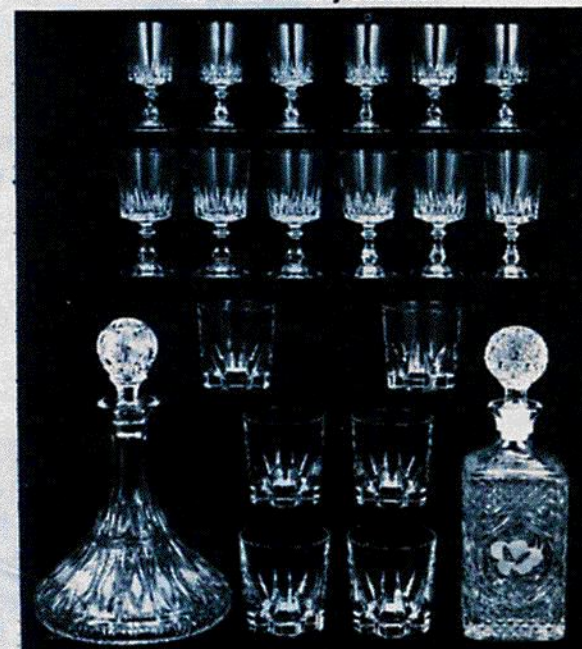
Observer's control time was augmented by the presence of HMS Aurora's Wasp helicopter, piloted by Lieut. Mark Firth, and the Wasp and B Flight's Sea Kings exercised together.

B Flight embarked in RFA Fort Austin for the start of Springtrain.



The stalagmites and stalactites of St Michael's Cave, Gibraltar, formed a magnificent setting for the scarlet-clad musicians of the C-in-C. Fleet's Royal Marines Band who presented a musical miscellany ranging from Cole Porter to Dvorak. The Governor of Gibraltar, the C-in-C. Fleet and Flag Officer Gibraltar attended the concert.

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GET WISE ON **DCI's**

The aim of this regular feature is to give a general impression of the new Defence Council instructions affecting conditions of service, but in the event of action being taken the full original text should be studied.

BEWARE OF PENSION DISASTER!

SHOCKS MAY come when a sailor ventures into civvy street, but few could be worse than finding that after about 22 years' service he has failed by a few days to qualify for a pension.

Apparently it can happen, and official warning has been issued about the danger of ending a Service career on a disastrous note.

The Admiralty statement says that it has become evident that a number of ratings, Royal Marines other ranks, Women's Royal Naval Service ratings and Queen Alexandra's Royal Naval Nursing Service ratings being discharged at the end of their engagements are falling short of the minimum length of reckonable service necessary to qualify them for pensions or resettlement grants by a matter of weeks — and in some cases only days.

The minimum lengths of reckonable service necessary to qualify for resettlement grants and pensions (other than invaliding and disablement) are:

- Long service pension — 22 years' reckonable service from age 18.
- Preserved pensions normally

payable at age 60 — five years' reckonable service from age 18 or contracted out.

- Resettlement grant — 12 years but less than 22 years of reckonable service from age 18.

Aggrieved

For the most part, says the Admiralty, the cases which have arisen have concerned individuals who have forfeited time during service and have completed either five, 12, or 22 years' service, but, because of forfeiture, the time completed has fallen short of the required service for an award.

"The individuals concerned," says the Admiralty, "have naturally felt aggrieved on realising, after their release, that the shortfall in reckonable service has resulted in a substantial financial loss to them." And "aggrieved" might well be putting it mildly.

However, all is not lost if the

forfeiture situation is known about — and acted upon.

The regulations provide for an extension of an engagement to make up for forfeited time for non-effective benefits.

"Therefore all commanding officers should ensure the ratings and other ranks due for discharge on completion of a normal engagement or on completion of a Notice of engagement, who because of time forfeited would fall a little way short of of reckonable service required for an award of a non-effective benefit, are notified of the fact and are given the opportunity to complete the requisite minimum period."

DCI (RN) 145

Welding exam

CITY and Guilds of London Institute has agreed that the award of CG215 Part III — Welding Engineering Craft Studies, may be made to



"Call me sister once more and I'll feed you my thermometer sideways!"

Nursing through some changes

AS ANNOUNCED in the April issue of Navy News, entry to the Queen Alexandra's Royal Naval Nursing Service is now open to both men and women. Entry as medical technician (nurse) has been discontinued.

The qualifications required and conditions of entry as nursing officers and ratings are those currently applicable to the QARNNS.

Nursing officer and rating titles have been revised, and additionally, a new rate of fleet chief naval nurse will be introduced into the QARNNS. DCI (RN) 183

ratings who successfully complete the high-duty pipe-welding course (ME18) at HMS Sultan, and pass the associated written examination.

Artificers and mechanics of the ME sub-branch who have successfully completed the pipe-welding course may apply retrospectively to sit the written examination on August 3, or December 21, 1982.

Candidates who for Service reasons are unable to take the written examination on the dates mentioned should make special application to the Captain, HMS Sultan, for an examination at a later date.

Prospective candidates will have to pay fees totalling £20.20 each.

DCI (RN) 144

PT titles

IN THE interests of clarity and uniformity, Special Duties physical training officers serving in specialist PT appointments, other than staff appointments, are in future to be known by the title "Physical Training and Recreation Officer" (PTRO).

Staff titles (Command Recreation Officer, Fleet Recreation Officer and Staff Recreation Officer) will remain unchanged.

DCI (RN) 169

Nuclear course

TO RETAIN satisfactory career patterns for Special Duties List engineer officers already specialised in conventional submarines and for those newly promoted, all SD, E, and MESM officers will in future be required to undertake the nuclear reactor course on promotion.

With the current planned reduction in conventional submarines, it is no longer desirable to train MESM officers for that type of vessel only.

DCI (RN) 156

Hull adqual

OFFICIAL announcements in 1980 and 1981 explained the intention of producing maintenance additional qualifications for petty officer marine engineering mechanics.

The second of these adquals is now introduced, namely the Hull Maintenance Adqual (MHULL) for POMEM(Ms).

The course has been designed to provide the POMEM(M) with the skills necessary to enable him to undertake planned and corrective maintenance tasks associated with hull structures, fittings and systems.

MHULL courses of ten weeks' duration will be held at

HMS Sultan three times a year, the first starting on May 4.

Consideration will be given to leading marine engineering mechanics who have passed the Fleet Board for A/POMEM. DCI (RN) 174

Royal Dates

DATES for the observance of the Queen's official birthday have been announced as follows: 1982, Saturday, June 12; 1983, Saturday, June 11.

DCI (RN) J 163

Summer study

AN introduction to computers, the use of microprocessors, industrial safety, welfare counselling, marine biology, and the use and abuse of drugs are among the many subjects available for university residential courses in June to September, 1982.

They are open to officers and ratings who have "suitable qualifications or background."

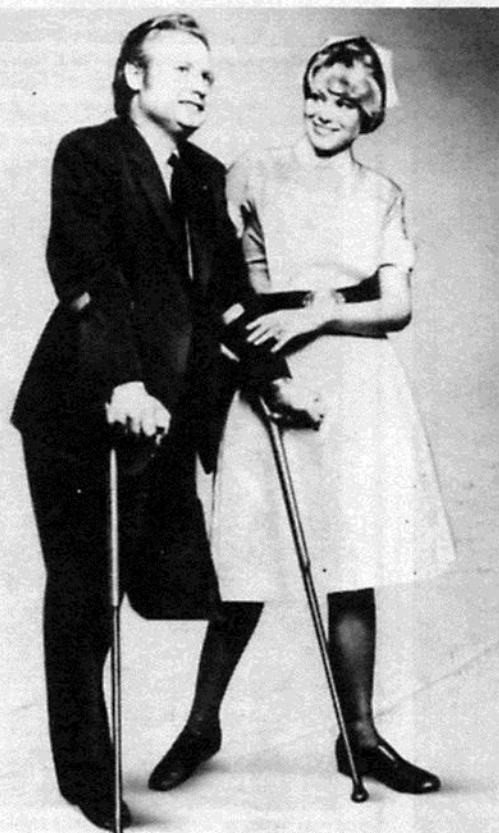
DCI (RN) 155

Hues news

COLOUR perception entry standard for the Engineer Branch has been revised, and is now "CP2."

DCI (RN) 168

WE, THE LIMBLESS, LOOK TO YOU FOR HELP



We come from both world wars. We come from Korea, Kenya, Malaya, Aden, Cyprus ... and from Ulster.

Now, disabled, we must look to you for help. Please help by helping our Association.

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EX-SERVICE MEN'S ASSOCIATION

Streamlined supply for home advances

LONG SERVICE Advance of Pay rules for house purchase are being altered so that supply officers can make payments to those eligible without reference to the Ministry of Defence.

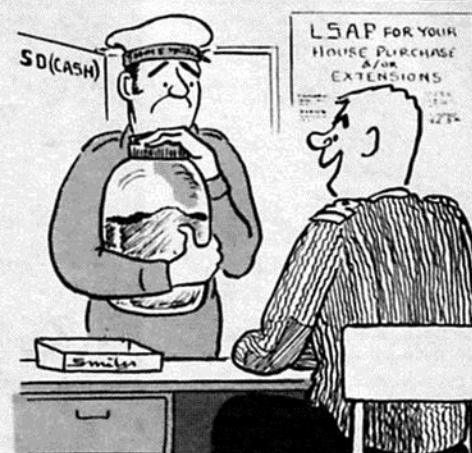
Existing house-owners who have not previously participated in the scheme but who have owned, during their current appointment or draft, a house purchased without the aid of LSAP, may be allowed to enter the scheme but only in certain circumstances.

The restrictions are:

- They wish to buy a house in another area to which they are officially transferred.
- Where there is a specific medical requirement for more space (medical certificate required).
- Where there are insufficient bedrooms (small boxrooms discounted).
- Where there is requirement to accommodate an elderly or disabled relative on a permanent basis.

No indication is given in the official announcement of why there should be restrictions applicable to existing house-owners, or of the kind of application which it is intended to exclude.

In the case of providing accommodation "permanently" for an elderly or disabled relative, the rules make no mention of any penalty which may arise if circumstances so

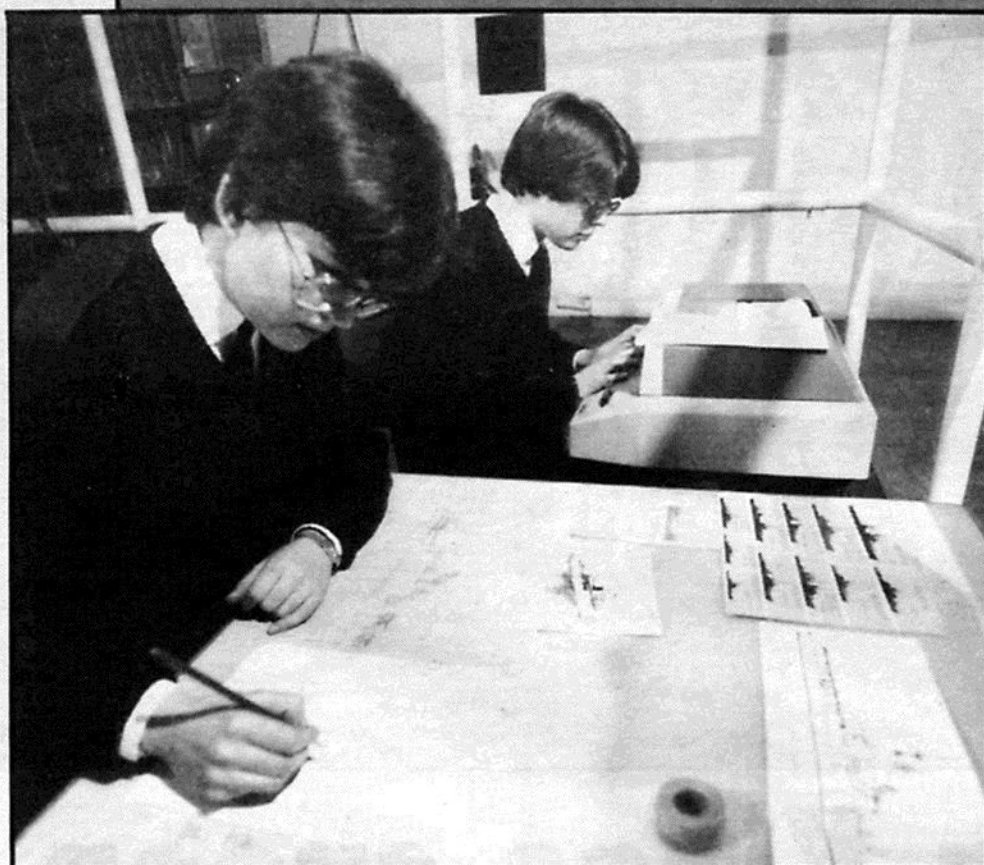


"Looking after your grandad's ashes doesn't qualify as 'accommodating a disabled relative' under our rules, I'm afraid ..."

change that the arrangement comes to an end. Existing householders should be aware that they are eligible to use the LSAP scheme to pay for a house extension in the circumstances defined in the rules. It is possible for do-it-yourself work to be included.

DCI (RN) 164

Wrens draw a bead . . .



Events of the past month have brought many aspects of Royal Navy operations and training into sharper focus under the glare of publicity. But

those who work quietly behind the scenes also have their part to play in the big picture — including Wren weapon analysts in H.M.S. Dryad.

They aim to train

DRAWINGS by Wrens of ships, aircraft and missiles — transformed by computer magic and set into a live, sea scene on a TV-type screen — are helping train the Navy's missile aimers.

The illustrations become moving targets for leading seamen missile aimers on course at the School of Maritime Operations, HMS Dryad, allowing accuracy and ability to be easily assessed.

As well as testing and improving aiming, the trainer facility helps develop recognition skills.

The aimers, operating controls which simulate gun and missile equipment found in frigates (including Types 21 and 22 and some Leanders),

aim to keep the cross of the sight accurately on ship, aircraft or missile being tracked.

Eight men can be trained at the same time, while the exercise is controlled and monitored by an instructor at a master panel.

Known as V-MAT (versatile multi-aimer trainer), the cost-cutting equipment uses latest computer-graphic techniques, and was manufactured by Marconi Radar Systems, Ltd., Leicester.

For the exercises, Wren weapon analysts carefully complete three-dimensional drawings of ships and aircraft of many countries on squared paper. Then the grid reference points are taken off and typed into a punched tape machine.

The Wrens also produce punched tapes to give movement to the ships, planes and missiles, including course, speed, height, dive and climb. Another tape provides two-dimensional background features, including sun, cloud and land. In this way a considerable library of programmes is being built up, and is used in many combinations to produce a whole range of problems for the aimers.

Economical

The instructor starts and stops the exercise and can "tune in" to any of the eight aimers to see how he is faring. The computer records the results in permanent form and later there can be in-depth analysis of the results, carried out by the Wrens.

The whole operation reproduces readily many situations to be found at sea. Particularly economical in the case of aircraft, it eliminates the need to put up planes especially for the exercise. It is reckoned that the facility can achieve in one afternoon what might need a week of training with real planes.

FIGURING IT OUT

ABOVE: Having completed a ship drawing, Leading Wren (WA) Di Best goes on to transform it into figures which can be fed into a punched-tape machine. The tape will later produce a ship image on a TV-type screen. Typing figures on to the tape is Wren (WA) Debbie Tombs.

RIGHT: At the control console of the V-MAT system, Tony Barber — recently rated a CPO(OPS)(M) — conducts a missile aimers' exercise. Here he "tunes in" to watch the progress of one of the aimers in tracking the target.

Pictures: Stanland



More DCIs

CAREER BOOST FOR MEDIC TECHNICIANS

THE Royal Navy's medical technicians in the para-medical field are to have more opportunities for gaining officer status. An official announcement says that following a review of posts, a number currently complemented for ratings have been upgraded to officer level, to take account both of the academic requirements for entry to these professions and to the level of skills exercised on completion of training.

A Supplementary List (Medical Technician) will be introduced. Commissions on this list will be open to serving ratings who have gained the requisite professional qualifications, and to civilians holding appropriate qualifications.

Certain environmental health officer, radiography, laboratory technicians and physiotherapy billets will be re-complemented at officer level.

Medical technicians or probationary medical technicians who have joined the Royal Navy as ratings since April 1 will normally only be eligible for promotion on the SL list within their skill specialisation.

This will not only give the MT better career opportunities but will remedy the present unsatisfactory situation which prevents the MT promoted to officer rank from using the skills of his chosen discipline.

Medical technicians who have entered the Royal Navy since April 1 will not be eligible for promotion to the SD list, but, following appropriate professional training may be allowed to undertake an appointment in the administrative field while

remaining on an SL commission.

Regarding existing medical technicians (non-nursing), candidates for short service commissions on the SL(MT) List will normally be 24 to 34 years of age on promotion, but until March 31, 1986 the upper age limit will be raised from 34 to 37. Fleet chief medical technicians within the age limits will be eligible to apply.

Indication

Serving ratings will continue to be eligible for promotion to the SD(MS) list under current regulations, but by March 31, existing MTs and PMTs must indicate whether they wish to retain the option of promotion to the SD(MS) list or to the new SL(MT) list.

SL(MT) officers may also be recruited from civil life in special circumstances.

Successful candidates will normally be offered a short service commission of eight years with an optional breakpoint at five years. Exceptionally, however, in the initial change-over period, candidates

on pensionable engagements may be offered commissions for longer periods.

There will be opportunities for officers who accept short service commissions to extend to a 16-year medium career commission, and there may be limited opportunities to transfer to an extended medium career commission.

If there is a shortfall of suitable SD(MS) candidates for administrative duties, there will be limited opportunities for suitably qualified MAs who do not meet the age requirements for the SD list to compete as upper yardman, with civilians, for short service SL commissions.

Any such candidates will need to reach the requisite educational standard before being considered by promotion boards.

DCI (RN) 182

Transport move

THE Director General of Supplies and Transport (Naval) Branch 28 has moved from the Empress State Building, London, to Block G, Ensleigh, Bath BA1 5AB.

DCI (RN) 143

Disarming badges

NEW shoulder badges for wear by WRNS ratings on heavy wool jerseys are now available. There is an improved pattern with gold rayon lettering for fleet chief Wrens. Use of arm badges on jerseys is to cease.

Further instructions will be given in due course authorising the wear of the new shoulder badges on other items of uniform.

DCI (RN) 170

☆ Regatta

THE 1982 Services Offshore Regatta will take place from June 30 to July 3, the programme comprising one race in the Solent and one from the Solent to Guernsey, with an alternative short course.

Although the main aim is to provide an opportunity for inter-Service competition in offshore yachts, individual entries are encouraged.

Individuals wishing to crew in Service yachts should make their bids through normal single-Service channels.

DCI (RN) J 151

☆ Driving courses

PERSONNEL in billets for which there is a motor vehicle driving requirement are eligible to apply for a training course.

DCI (RN) 132

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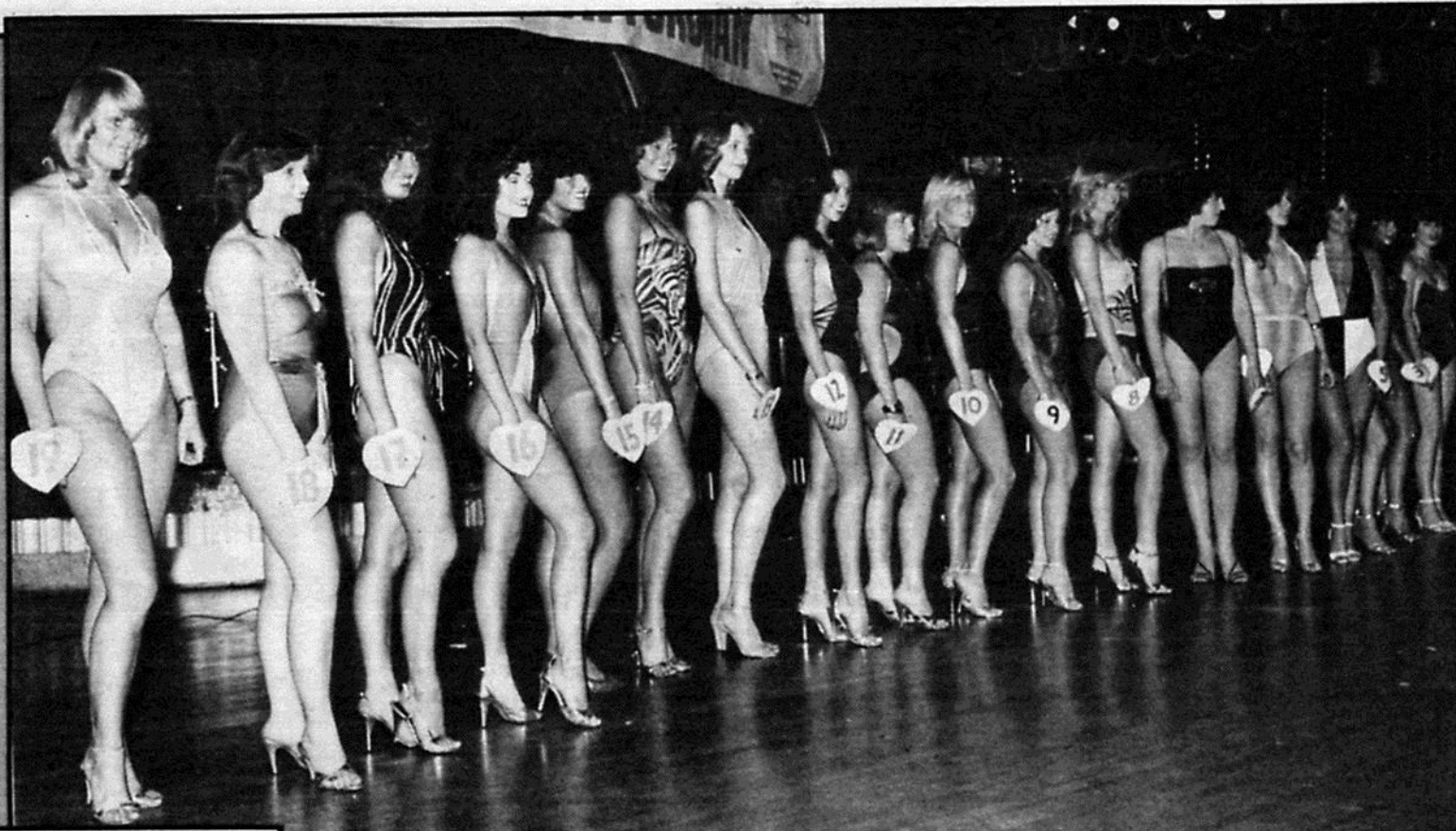
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LOVELY LADIES

... whichever way you look! The girls with the legs were taking part in a Miss Stanavforchan contest while the city of Newcastle was playing host to the ladies of NATO's Standing Naval Force Channel.

The ladies in harbour are (from right) FGS Gottingen, HNIMS Drachten and HMS Kirkilston. The picture was taken from the Danish ship Lossen.

While in Newcastle, the squadron called on the civic authorities, held children's parties and opened to visitors.



Sea Kings snoop on snooper sub

TWO NAVAL Sea King helicopter squadrons, 819 based at HMS Gannet and 824 from Culdrose, were involved in the tracking of a Soviet Victor II nuclear-powered submarine in the Clyde Approaches at the beginning of April.

Although the submarine was reported not to have penetrated the territorial three-mile limit, the Approaches are the entrance to the Royal Navy's Polaris submarine base at Faslane and the American Poseidon base at Holy Loch.

Royal Air Force Nimrod aircraft from Kinloss were also involved in the surveillance operation and later sighted the Russian submarine on the surface.

At the same time, HMS Diomedé was diverted from the Plymouth area to the Bay of

Biscay to shadow two Soviet warships, a Kresta-class cruiser and a Krivak frigate, heading towards the Channel from the Mediterranean.

● The commanding officer of 819 Squadron is Lieut.-Cdr. Paul Southon, not as reported in the April edition of Navy News.

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Warspite returns

ALMOST three years after entering refit, the nuclear-powered fleet submarine HMS Warspite is back in service.

She was recommissioned at Chatham on March 27, guest of honour being Lady Wilson who, as wife of the then Prime Minister, launched the boat in 1963.

Our picture was taken during the ceremony in the Nuclear Complex, attended by Flag Officer Submarines, Vice-Admiral Peter Her-

bert, and Flag Officer Medway, Rear-Admiral George Brewer.

Church of Scotland chaplain at Faslane, the Rev. David Sams, took part in the interdenominational rededication service. Chaplain Sams was a senior rating before being ordained.

After the ceremony a reception was held at HMS Pembroke for the friends and relatives of the 150 officers and men of the Warspite.

Commanding officer of the modernised boat is Cdr. Jonathan Cooke.

PEOPLE IN THE NEWS



Lieut.-Cdr. PHIL HOWARTH (left), the observer, and Lieut.-Cdr. KEN LAMPREY, the pilot, flew the only AEW Gannet Mk 3 still in an airworthy condition from RN air station Culdrose to its new owner in America. The 5,200-mile transatlantic flight took five days, one of which was spent grounded in bad weather in Iceland. The Gannet, which entered service with the Royal Navy in August 1959, was sold by auction last year. It behaved impeccably during the long flight in February, despite being in storage for three years.

Picture: LA(Phot) B. J. Petterson.



Lieut.-Cdr. GEOFFREY JOHNSON, Rector of Worlingham, Suffolk, has received a clasp to the Reserve Decoration from Flag Officer Medway, Rear-Admiral George Brewer. One of the few clergymen in the executive branch of the Royal Naval Reserve, Lieut.-Cdr. Johnson has completed 40 years service in the wartime RNVR and the RNR. Now 60, and the seventh generation of his family to hold a commission in the Royal Navy, he has been placed on the Retired List, but will take part in exercises from time to time.

The Rev. ROGER BENNETT, chaplain of HMS Excellent, was determined to take part in the annual Whale Island marathon, despite his injuries sustained in a road accident in January. Ably assisted by his personal sky-pilot, Lieut.-Cdr. NORMAN NUTTALL, Roger crossed the line in his wheelchair and won a special prize as the first padre home!



Sailors in battle

• From page one

some time at Government House assisting the staff there to destroy documents that could prove useful to the Argentines.

That night the two lieutenants boarded mv Forest and, with a civilian crew, anchored in the approaches to Port Stanley to keep radar surveillance. At 2 a.m. a blip showed on the screen — it was a darkened ship five miles off making a slow approach to the harbour.

The presence of the vessel was signalled to defence HQ at Government House before the Forest returned to port. Soon after, the Governor, Mr. Rex Hunt, declared a state of emergency.

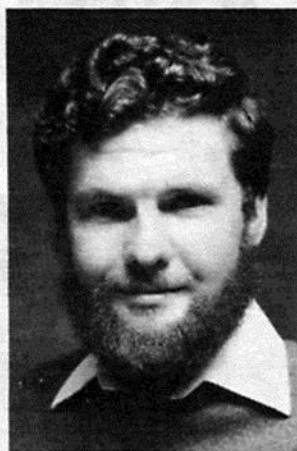
Bodyguard

He and other members of his staff were provided with a Navy bodyguard — PO Vind and CPO(SR) Ginge Woodhouse, armed with their newly-acquired SMGs. And while the Marines prepared for impending action, other Navy men helped to round up the 19 Argentine nationals on the island.

The internment task completed, Lieut. Ball was put in charge of a section at the Town Hall, while Lieut. Todhunter took the remaining sailors to bolster the perimeter at Government House.

Town Hall

When the invasion came, Lieut. Ball and his men were not attacked at the Town Hall — all they could do was to sit and wait while the Battle of Port Stanley flared 400 yards away. Eventually the Governor ordered the surrender and the ten men of the Royal Navy found themselves prisoners with the Marines.



Lieut. Richard Ball

NAVY XI

• THE Royal Navy men caught up in the Falkland Islands invasion were: Lieut. Richard Ball, Lieut. Chris Todhunter, CPO(SR) Ginge Woodhouse, POWTR Andy Vind, POMEM Billy Smart, LS(SR) John Ward, LS(SR) Bob Lawson, LS(SR) Steve Brook, LWEM(R) Nutty Almond, AB(SR) Bill McGrath and AB(R) Gordon McMeekin.

"We are very proud to have served alongside them," said Lieut. Ball. "After seeing them in action we have a great deal of admiration for the Marines."

One of his main concerns now was to ensure the safety of LS Brook. Attempts to contact him before the invasion had failed and he was ignorant of the drama being played out in Port Stanley.

"The situation immediately after the ceasefire was chaotic; we tried to tell the Argentines that we were Navy personnel, but their English wasn't too good. Eventually they brought up an Argentine Marine officer who could speak a fair amount of English."

"LS Brook was alone and unarmed and we asked the Argentines to send one of their Lynx helicopters to pick them up. But they said it was too dangerous to get him — I think they were referring to the Marines still at large."

Picked up

Later in the occupation LS Brooks was picked up and returned with the second batch of Marines on April 20.

There was, said Lieut. Ball, a "tremendous spirit" among the defenders before and after the invasion. And their humour was irrepressible — whetted by the Argentines' clumsy efforts to raise their flag at Government House.

"The Union Flag had been lowered and then they tried to hoist their flag — but halfway up it fell to the ground, and an Argentine soldier had to shin up the flagpole to attach it."

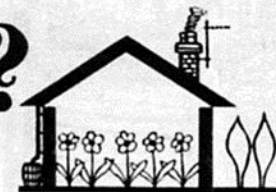
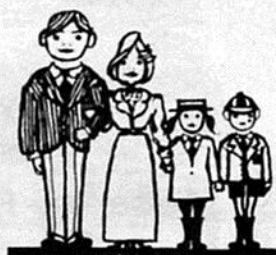
So cautious

Later in the day the Navy men were taken with the Royal Marines to a Hercules at Port Stanley airport to begin the first leg of their journey back to the UK.

"It was highly amusing to see how cautious the Argentines were on the Boeing 707 from Comodoro Rivadavia to Montevideo — they wouldn't even allow any of us to sit near the emergency exit!"

Lieut. Ball's next move? — "I hope to rejoin my ship at the earliest possible moment."

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Castles in the air . . .

A NEW class of fishery protection began in the North Sea in March when the patrol vessel HMS Leeds Castle took up her duties on completion of trials.

Danish break for trio

WONDERFUL Copenhagen provided a welcome five-day break for ships of the First Frigate Squadron — HMS Ajax, HMS Euryalus and HMS Dido.

The Leander trio had, individually, been busy vessels: the Ajax had been engaged in syllabus training and a Joint Maritime Course, Euryalus had just completed a long stint as Fleet Contingency Ship and Dido had finished operational sea training at Portland. And all had suffered unpleasant weather.

In early March the ships rendezvoused off Jutland, carrying out squadron manoeuvres before taking passage down the Kattegat to Copenhagen. On board the Ajax and Dido were 16 members of the 1st Battalion Grenadier Guards, who joined in many activities on board and ashore.

SOUTH SHIELDS

A couple of days later the Euryalus, which possesses the freedom of South Tyneside, visited South Shields for two days. Social functions included a town hall reception for the ship's company, a cocktail party on board, a ship's company dance and entertainment at local clubs and discos. Indoor competitions and outdoor sports were played against local sides.

One of the highlights of the visit was the presentation of a total of £1,100 to Euryalus Physically Handicapped and Able-Bodied Club. Of that, £100 was contributed separately by the POs' Mess, while £200 enabled handicapped teenager Lisa Gilmartin to make a pilgrimage to Lourdes.

Before joining Exercise Springtrain the Euryalus embarked 12 members of the frigate's affiliated Sea Cadet unit for passage to Plymouth.

During first-of-class flying trials in the South-West Approaches a team from Boscombe Down, led by Lieut.-Cdr. Chris Chadwick, clocked up 350 deck landings in a Sea King and 50 in a Lynx. Further trials were carried out with a Wessex helicopter from Culdrose.

The ship underwent basic operational sea training before Christmas.

Meanwhile, HMS Dumbarton Castle, second of the helicopter-carrying patrol vessels, was commissioned at Rosyth on March 26.

Guests of honour included the former Flag Officer Scotland and Northern Ireland, Vice-Admiral Sir Thomas Baird, and Lady Baird who launched the ship last June. With them were the present FOSNI, Vice-Admiral R. R. Squires, and Mrs. Squires.

Destroyer

Also present were the Lord Lieutenant of Dunbartonshire, Brigadier A. Pearson; the Provost of Dunbarton District Council, Mr. J. McKinley, and Mrs. McKinley; and several members of the previous ship of the name, a Second World War destroyer.

The commissioning cake was cut by Mrs. Sue Wood, wife of

A SEARCH and Rescue helicopter delivered the survey ship HMS Bulldog from a rather crusty problem off the coast of East Anglia.

The Bulldog, which has been conducting hydrographic investigations in the area since last November, suddenly found herself in the grip of a bread shortage when it was discovered that consumption of the staff of life had risen "beyond the norm."

However, the Navy's old friends in the Royal Air Force were on hand to help. During the ship's work, SAR Sea Kings from RAF Coltishall have carried out

regular winching exercises with her, and the fliers offered to make a special drop during one of the practices.

MANNA

Like manna from heaven, 24 loaves appeared from the skies and were gracefully lowered on to the deck. And there was a bonus for the Bulldog: during the transfer a female Coastguard from Great Yarmouth was winched down and briefly shown the survey work being done in her local waters.

The supply officer, Lieut. C. J. Evans, thanks the men from Coltishall for saving

his bacon — and leaving him without too much egg on his face.

Later there was no egg visible when on April 2 he was presented with the Gedge Medal by the Flag Officer, Portsmouth, Rear-Admiral A. S. Tippet.

The medal, presented as a prize to junior supply officers in the Royal Navy, was of considerable interest to the Bulldog. During her last survey she located and investigated the wreck of HMS Amphion, the cruiser in which Staff Paymaster J. T. Gedge was the first British officer to be killed in the First World War.



Picture: Wren(Phot) T. A. Jones.

Gillian surfaces as a pin-up

MODEL Gillian Douglas has taken the plunge and become HMS Achilles's pin-up girl. She bid a temporary farewell to the ship at Chatham before leaving on a swimwear modelling assignment in Mexico.

Swimwear of another sort seemed to be the theme of this picture when Gillian met members of the ship's diving contingent. They are (from left): Sub-Lieut. Stuart Robinson, POWEM(R) Peter Witley, and LPT Jim Nowak.

Providing the support for Gillian is the ship's assistant marine engineering officer, Lieut. Mark Dannatt.

Busy Alderney runs em' in

HMS ALDERNEY "booked" a Danish trawler 60 miles east of the Shetlands after carrying out a routine boarding.

Boarding officers Lieut. Mike Wright and Sub-Lieut. David Currie found that the Thambjerg from Esbjerg had an excessive "by-catch" on board and decided to take her to Lerwick for further investigation.

The local fishery officer confirmed their findings and the trawler's skipper was prosecuted, fined £600 and had his net confiscated.

The incident marked the end of a patrol which began out of Rosyth on January 18 and

the commanding officer, Lieut.-Cdr. Norman Wood. She was helped by the youngest member of the ship's company, RO Adrian Perry (18).

ended when the Alderney put in for Easter leave on April 7. During the patrol the ship called at Falmouth, Plymouth, Portsmouth, Dartmouth, Alderney and Lerwick, steamed 8,200 miles and carried out 44 boardings from 180 miles south west of Lands End to 90 miles north east of the Shetlands.

Highlights of the patrol were a visit by Lady Jungius, the ship's sponsor, on the anniversary of the Alderney's launching in 1979, and a two-day break on the island of Alderney.

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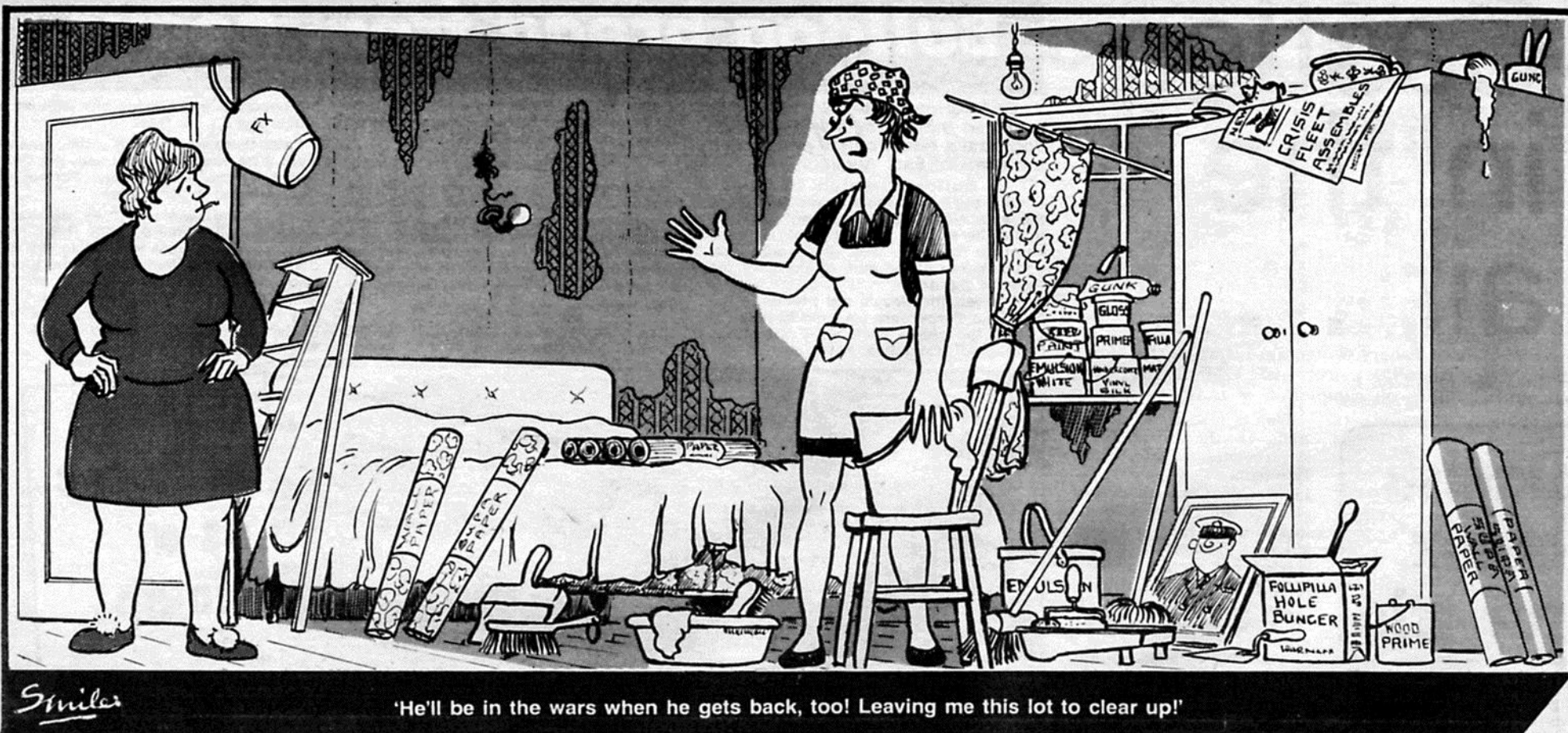
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NEWSVIEW

Centre-stage with all good wishes

IN THE torrent of words and pictures concerning Falklands aggression, diplomacy and the threat of conflict which has dominated thoughts over past weeks, the Royal Navy finds itself centre-stage of international affairs, with a very personal stake in the outcome.

Media pundits, armchair strategists and experts of varying weight have been called on to opine as the Navy steadily sailed south in line of duty.

For the sailors themselves, the experience has represented a heightening of much that has gone before — practice with far greater realism and knowing that all the technology and professionalism, though tried and tested, could now face its ultimate proving. Despite all the scenarios, who could really predict?

Sudden shift

Such sobering thoughts have demanded a sudden shift of emphasis for a Service preoccupied of late — through no fault of its own — with the future of ships, establishments, and careers.

Now, almost overnight, the Service has been called on to be ready for action and, with good morale backed by tradition, is seen on front-line duty, prepared to take it as it comes.

Whatever one's personal view about the cause in which the ships sailed, the genuine heartfelt good wishes which go with them are unmistakable. Especially, of course, those coming from families.

While allowing for greater preparation, the "waiting weeks" have provided time to ponder. Would it all end in a diplomatic deal? Might it prove one of the most difficult jobs ever undertaken by the Navy, as some experts predicted?

And what of the Navy's future now? As voices clamour for a re-think about the Service and its yards, it may be premature to discuss Falkland Islands sequels, but there can be no denying that seapower has been thrust into the forefront of public consciousness. The Falklands mission and its outcome must surely be considered in future planning.

But for the present and, on behalf of all our readers — Service and civilian — the best of fortune and good wishes to all concerned with the Task Force. And come back safely. If good wishes count for anything, all will certainly end well.

PLAYING IT FOR REAL

ALL THE drills, practices and routines — the "bread and butter" of countless sea exercises through many years of peace — acquired a growing significance and deadly earnestness as the Royal Navy's Falklands Task Force relentlessly headed south.

As the value of thousands of hours of practice in scores of exercises was demonstrated, awareness of the reality of the current situation gave them new purposes.

While days passed — and the distance from the UK widened — reports were coming back from the big ships *Hermes* and *Invincible* of the wide range of flying operational training being undertaken by the Sea Harrier jump jets and Sea King helicopters. In this preparation and practice, the object was, as much as possible, to "play it for real."

Practice attacks

Sea Kings operating from HMS *Invincible* made practice attacks on the carrier herself, exercising both the helo. aircrews and the carrier's sophisticated defence system. Meanwhile, the Sea Harriers were equally busy, including using splash targets, towed in the wake of the carrier, for weapon practice.

Bombs, rockets, depth charges, missiles, guns — all were tested and tried by ships and aircraft as the Fleet continued its journey.

In all operations the highly advanced equipment carried by ships and aircraft came into use, including radar and computers.

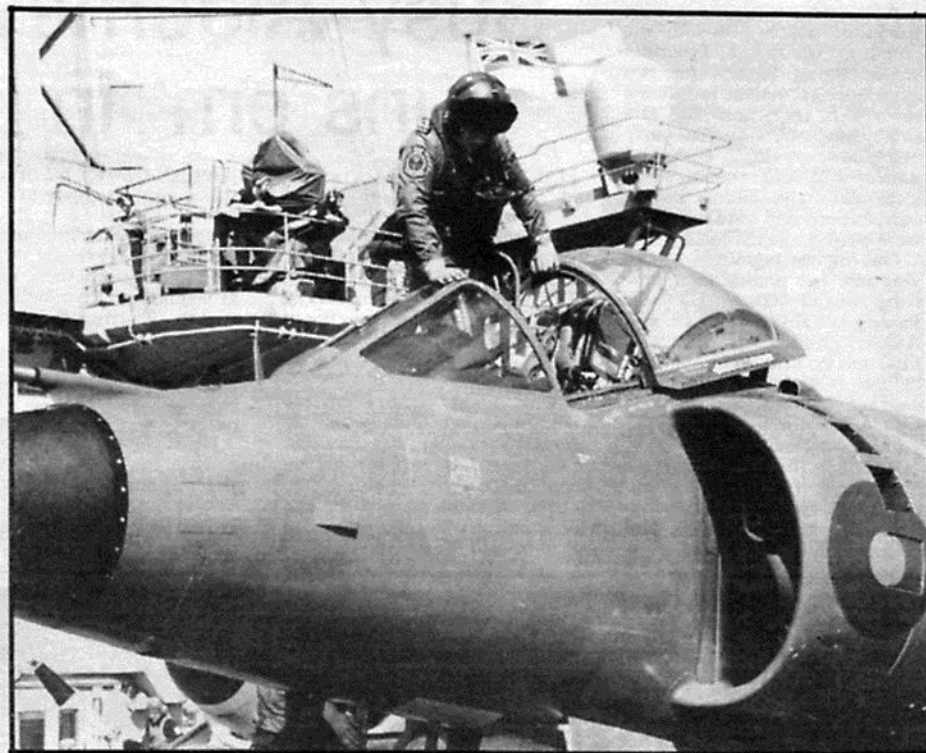
As all these capabilities were tested throughout the Fleet, there was also extensive practice of the drills of closing up ship and damage control, or action to be taken in event of fire or flooding.

Thunder flashes

Men learned how to live and work in anti-lash headgear and gloves, and became increasingly familiar with use of gas masks and lifejackets. In some ships charges were set off over the side, and thunder flashes and smoke canisters ignited internally to bring added realism to the training.

Items considered unnecessary and likely to cause injury in action were stowed away. In the *Hermes* even a piano for which there was no space was "buried" at sea.

Easter brought some respite in training. For example, the *Hermes* had a bustling



A pilot enters the cockpit of his Sea Harrier on board HMS *Hermes* as the carrier heads for the South Atlantic.

barbecue on the flight deck, and nothing could stop traditional "Crossing the Line" ceremonies, with all the paraphernalia. In the *Invincible* — herself crossing the line for the first time — one of the "victims" was Prince Andrew.

But soon it was back to routine, and for ships carrying Marines, this included upon practice and fitness training for the many "Royals" embarked.

In some ships, heavily loaded with a vast range of the equipment of war, conditions were cramped. But there were a few home comforts. For instance, the Royal Marines on board RFA *Stromness* had been given video games and films by naval stores department workers. Preparing the ship, these men had collected £90

to provide entertainment for the Marines during the long voyage south.

In some ships, film shows helped to brighten relaxation hours.

And so the earnest routine continued as the Fleet ploughed on. Men had to bed down in working clothes and were told to go to sleep thinking of the quickest route to their action stations — ready for a reflex response to an alert. As warmer temperatures were left behind, there was instruction on cold weather techniques.

And some heard warnings of how war could mean long periods of boring inactivity, coupled with short periods of intensive work.

But reports coming back from the ships indicated that morale and confidence were running high.

... BUT THE PIANO HAD TO GO

Call to arms

Falklands
Task Force



Ready for action: HMS Hermes leaves Portsmouth for the South Atlantic

ALL THE STOPS were pulled out at Portsmouth naval base to achieve the early sailing times after the dramatic decision to form a Falklands Islands Task Force. Hundreds of men, including many ships' company members, worked long and hard to prepare ships to full operational fitness. For the yard, the work involved bringing forward major units of the Fleet, together with much work on merchant ships requisitioned by the Government.

In the case of **HMS Invincible** and **HMS Fearless**, it was mainly a massive storing task, but a number of operational defects were also swiftly completed. In **HMS Hermes**, her assisted maintenance period, which had only just started, was swiftly curtailed and the dockyard redoubled its efforts to make good a number of defects, including repair of the aircraft crane.

For **HMS Intrepid**, a concentrated effort was made at short notice to complete operational defects, resulting in a successful basin trial before the ship went to sea in mid-April.

In **RFA Stromness** there was rush work to provide accommodation for a Royal Marines detachment. In addition, work was carried out on a number of other commercial ships, including four tankers.

Gave up leave

Some dockyard men had been recalled from leave; some gave up their planned Easter holidays as round-the-clock working started.

In a "well done all" message issued the day after the first ships of the Force left Portsmouth, the General Manager, Mr. Derek Whitwam, said: "The vital work carried out in preparing the Fleet for sea at short notice was worthy of the highest commendation."

"That the whole yard responded so loyally on the very day that redundancy notices were handed out is even more praiseworthy."

In the first ten days of the emergency, the Supplies and Transport organisation at Portsmouth loaded a total of 3,000 tons of stores, excluding armaments, on to the various ships.

The transport pool travelled the country collecting and distributing the stores, as well as replenishing the shelves, covering a distance of 50,000 miles in the process.

One of the quickest turn-round jobs was on **RFA Stromness**. She had only just been destored ready for disposal before the work of restoring her got under way — to be completed in just five days.

Troop carrier

Some stores were supplied to the liner **Canberra**, which was taken over as a troop carrier; others went to the store ship **Elk** and some was packaged and flown out by the RAF for the **Uganda**, which was being refitted at Gibraltar.

Portsmouth RMAS, conscious that its support services would be required at short notice, immediately organised round-the-clock availability, with crews being recalled or moved from vessels laid up in order to maintain a constant supply of fuels, ammunition and stores.

Riggers worked round the clock manufacturing RAS gear, both for ships in port and elsewhere. In some cases, they helped to fit the equipment.

The Fleet Maintenance Unit has also been busy and had a round-the-clock duty watch.



The RFA tanker Pearlleaf sails from Portsmouth.

Loading up for the long



Sea King squadrons lift off at HMS Daedalus for the short flight to join the carriers, HMS Invincible and HMS Hermes, in Portsmouth naval base.

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Signal from Port Admiral, Portsmouth, Rear-Admiral Anthony Tippet:

"ALTHOUGH work is continuing in some areas at sustained high intensity to prepare ships for operational service, I want to record my recognition of the splendid response by all parts of the Naval Base, civilian and uniformed alike, to the call for urgent work of national importance.

"It is of course our job to ensure that the Fleet is fit to fight if necessary in so far as our task of its support is concerned. For the way in which this has been done at great speed and with such effectiveness all concerned have my admiration and, I know, the gratitude and re-

spect of HM ships and RFAs concerned.

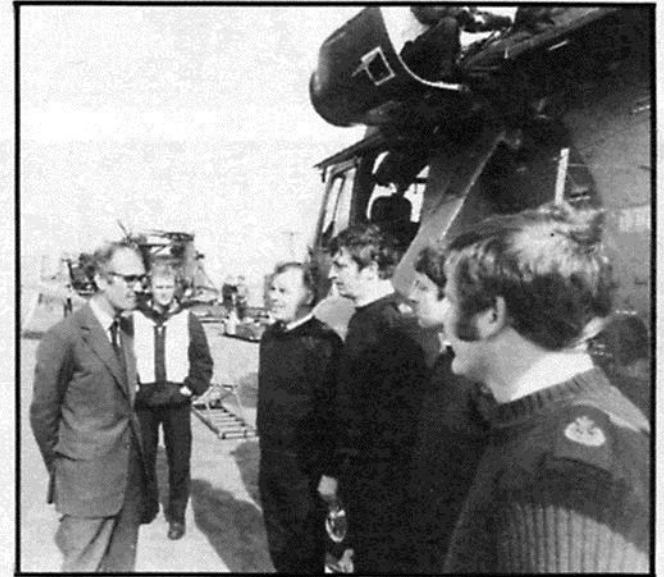
"There may be more yet to be done and it is very clear that the Royal Navy can count on a splendid response. The heartwarming turnout to send the ships off made it a memorable and very fitting occasion for them."



haul south



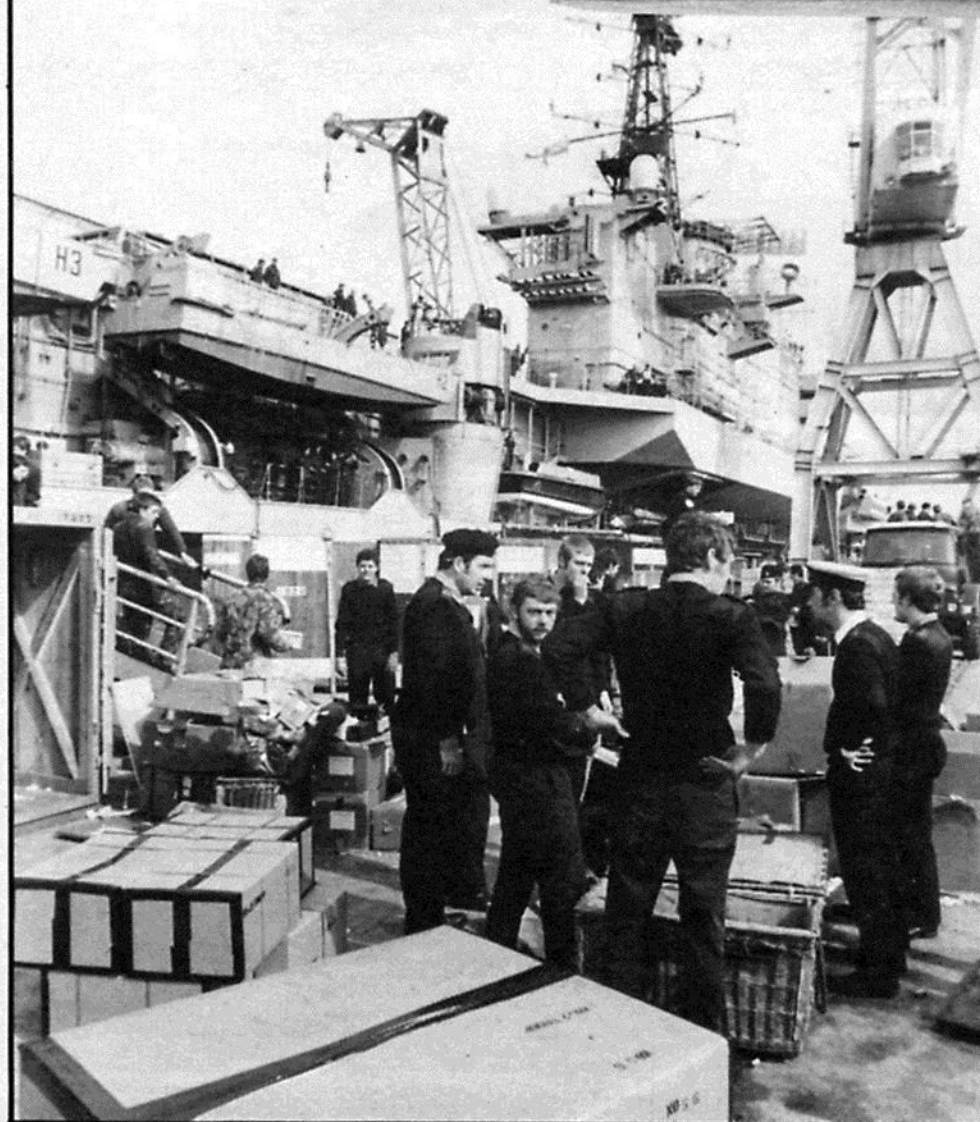
Left — Sailors and Royal Marines help in the loading of stores on HMS Hermes before she sailed with HMS Invincible for the South Atlantic.



Above — Defence Secretary Mr. John Nott talks to the crew of a Sea King helicopter on board HMS Hermes when he visited the carrier at Portsmouth the day before she and HMS Invincible sailed for the South Atlantic.



Below — HMS Fearless, her decks lined by her crew and a large detachment of Royal Marines, sails out of Portsmouth to join the task force. She was followed out of harbour by her four landing craft.



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Falklands Task Force



HMS Invincible begins the first stage of her long journey to the Falkland Islands in December — their summer; when the sun shone and the Union Flag still flew over the loneliest Britons in the world. Sailors line her flight deck for the ceremonial send-off from Portsmouth and small craft keep station as she passes Spithead.

Picture: HMS Daedalus Photographic Section

Flashback to a day of peace

EVENTS of April add poignancy to this picture, taken in the Falkland Islands in December — their summer; when the sun shone and the Union Flag still flew over the loneliest Britons in the world.

The sailors were from the ice patrol ship HMS Endurance, as was the cameraman, LA(Phot) Darby Allen; the Royal Marines were members of Naval Party 8901, the detachment which put up such a gallant fight against the invaders four months later.

Ironically the parade was held to commemorate the Battle of the Falkland Islands 67 years before. Then another task force, led by another HMS Invincible, destroyed the greater part of Admiral Graf von Spee's squadron.

During the ceremony in Port Stanley, the commanding officer of the Endurance, Capt. Nicholas Barker, joined the Governor, Mr. Rex Hunt, in laying wreaths at the battle memorial sited on the west side of the town.



WAVES OF PRIDE

CARRIED OUT on an emotional wave of patriotism and pride in measure not previously experienced by many in the watching crowds, the Royal Navy's big ships sailed out of Portsmouth in early April to create scenes which remain vivid in the memory of thousands on the Portsmouth and Gosport shores.

Millions who viewed the spectacle on their television screens also passed on their blessings and goodwill to the departing men and their ships.

The carriers HMS Invincible and HMS Hermes headed out into Spithead on a memorable Monday morning after a week-end of preparation which produced a magnificent response in organisation and effort by large numbers of Service and civilian personnel.

Huge effort

Leaving with the carriers as they started their Falklands Islands mission was the Royal Fleet Auxiliary tanker Pearleaf. Next day the assault ship HMS Fearless followed, although not in such fine weather.

The huge effort to bring together men, stores, provisions and ammunition — the thousand-and-one items needed when great warships sail prepared for all eventualities, including combat — was later reflected in messages sent back to Portsmouth from the ships.

For example, from Capt. Jeremy Black, commanding officer of the Invincible, the message was:

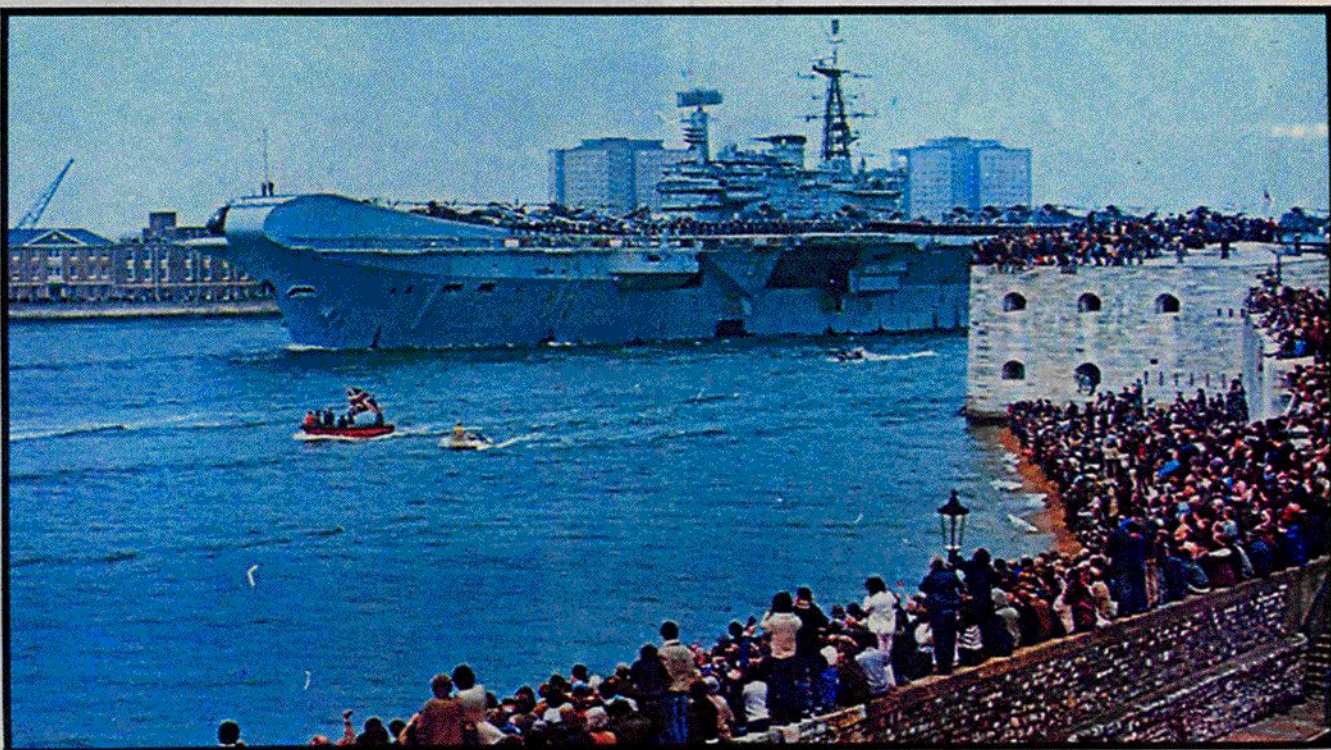
I have been deeply impressed by the way sailors answered the call to return on board at short notice. I gratefully appreciated the help and understanding of the wives and families of the ship's company. The co-operation which HMS Invincible received in achieving her rapid departure can only be described as outstanding.

The ship has sailed very well equipped and prepared as the result of great efforts by Portsmouth Dockyard, HMS Nelson and countless others throughout the country."

'Heartfelt thanks'

From the Hermes, her commanding officer (Capt. Linley Middleton) signalled:

The commanding officer, officers and ship's company of HMS Hermes would like to pass to the City of Portsmouth, the Naval Base and Royal Dockyard their heartfelt thanks for the magnificent co-operation and goodwill that sped them on their way so expeditiously.



Here she comes! . . . HMS Hermes, her flight deck packed with Sea Harriers and Sea Kings appears from behind Portsmouth's historic Round Tower to be cheered by the crowds which packed miles of Southsea sea-front.

Picture: HMS Daedalus Photographic Section

They would also like to thank the families and friends of the ship for their support and their encouraging and warm messages and telegrams.

First of the big ships to slip out of harbour as thousands lined and cheered from both shores was the 19,500-ton Invincible.

Many of her ship's company lined the flight deck and the fervent display of patriotism could only have heartened them immensely for the task which they faced.

Docks, jetties, walls, beaches, parks, the famous Round Tower — every vantage point was claimed by families, veteran sailors and thousands of other well-wishers, waving flags and displaying messages of cheer and hope.

Sea Harrier jump-jets and Sea King helicopters stood on deck, and lending royal flavour to a memorable occasion was the

presence in the carrier of Sub-Lieut. Prince Andrew, serving as a pilot with 820 Sea King Squadron.

Conflicting emotions, the sadness and inevitable apprehension, as well as the pride and the patriotism, were all there. Said one wife: "I hope the Falklanders get their islands back . . . and we get our men back."

Mighty Hermes

The same emotional wave of tears and pride, not to mention the carrier "anthem" — Rod Stewart's "Sailing" — were still much in evidence as the Hermes, older, bigger, but still a mighty fighting machine, went through, her flight deck packed with aircraft.

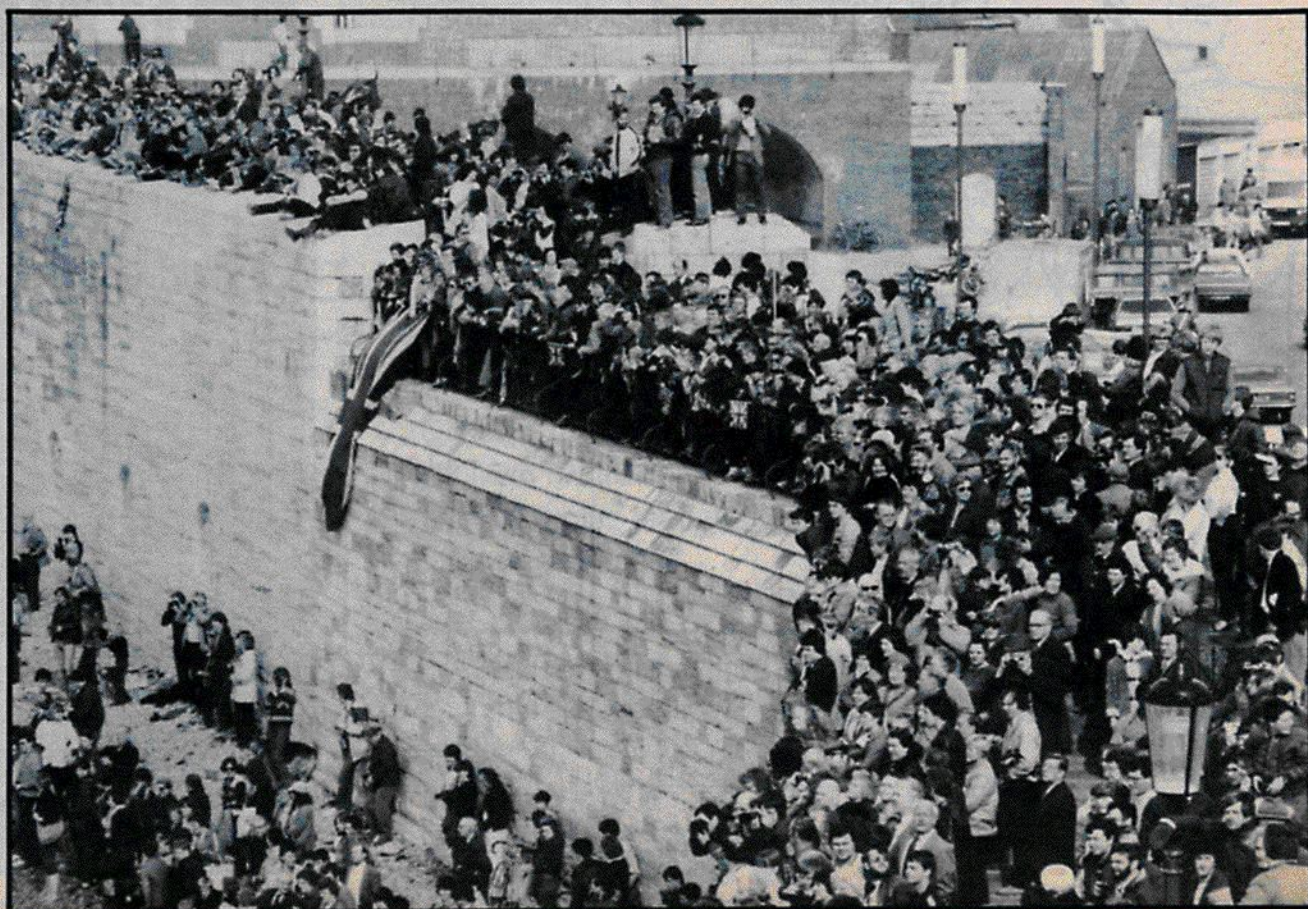
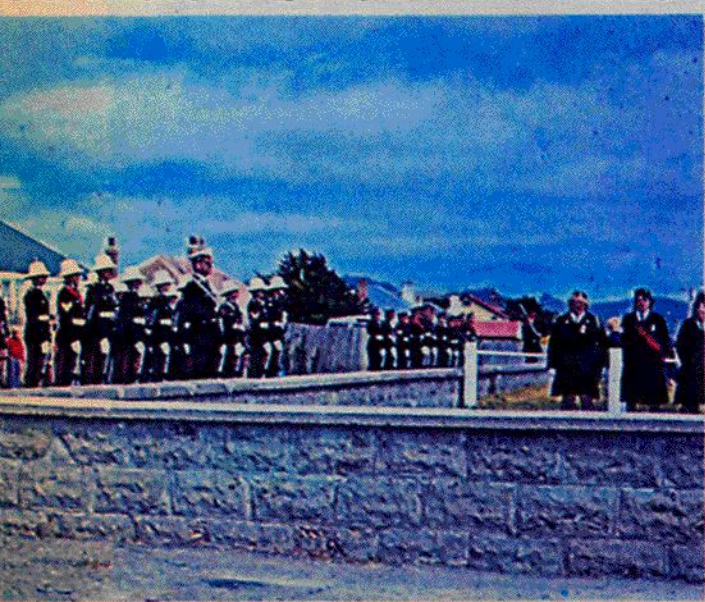
Again the cheers, the flags — and the prayers.

During the previous week-end men of the Royal Navy and Royal Marines had been returning to the ships, many of them recalled from Easter leave. Tearful farewells were made from dockyard gates.

Meanwhile, the intense activity of preparing the ships for sea, including great efforts by dockyard workers, continued as the ships were readied and huge quantities of requirements were taken on board.

Some of the activity continued virtually round the clock and lasted to the morning of sailing, when helicopters were still taking in supplies.

Then came departure time for a mission none had sought. But as an inspiring send-off, it could hardly have been bettered in its heartfelt message of good cheer for the ships' companies.

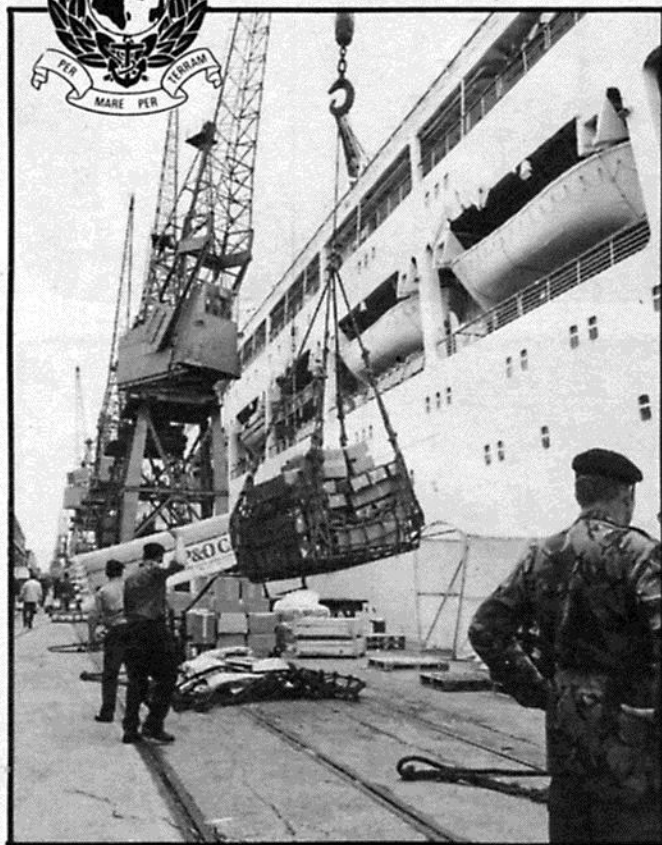


Just a small part of the vast crowd which gathered to give the Task Force ships a never-to-be-forgotten send-off.

Picture: HMS Daedalus Photographic Section



To the South Atlantic



All aboard the Canberra. Royal Marines and Royal Navy personnel and their stores join the cruise liner at Southampton docks.

ABOVE RIGHT: At Devonport, RFA Sir Geraint takes on a load of military equipment, including the specialised Volvo oversnow vehicles — nicknamed Bandwagons — used by the Royal Marines on their winter deployments in Norway.

Picture: PO(Phot) Mick Cunningham



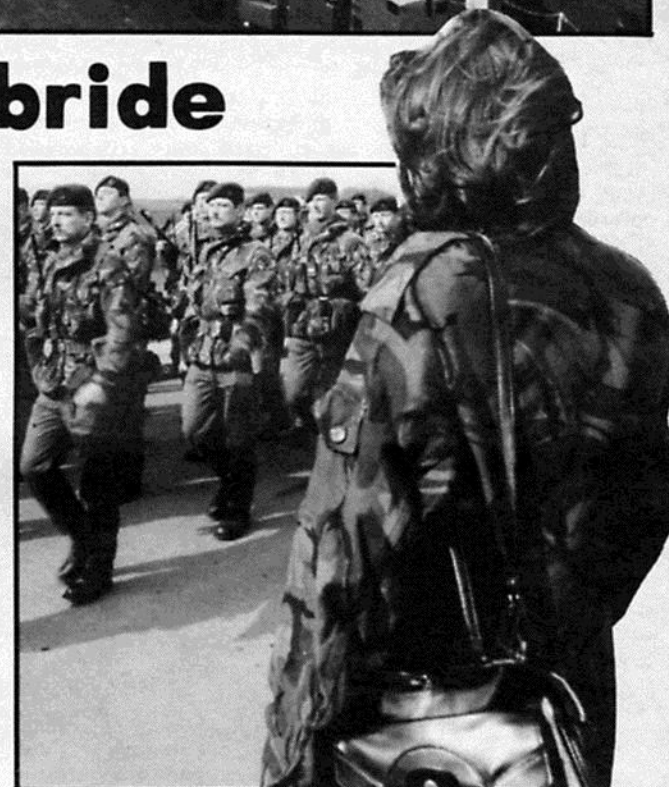
Farewell from bride of an hour

RIGHT: Tina Clements watches as her husband of an hour, Cpl Colin Clements (left of picture), and the men of 42 Commando march out of Bickleigh Barracks, Plymouth, before being taken by coach to join the cruise liner Canberra at Southampton.

Colin and Tina were married at 0830 in Plymouth Register Office, celebrated

with a quick glass of champagne, and dashed to Bickleigh where Colin had to be on parade at 0930.

They were not the only ones to advance their wedding plans at the last minute. Others who became man and wife just before the Task Force left for the Falklands were Sgt. Paul Harradine and his fiancée Sally Greenwood, MNE Mark Bullock and Alison Gilbert, and Sub-Lieut. Darryl Whitehead of HMS Invincible and Dorothy Young.



Picture: PO (Phot) Mick Cunningham.

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Royal Marines and naval personnel attend a briefing in the comfort of a lounge aboard the P. & O. liner Canberra.

... Quick march!'

**Falklands
Task Force**

ROYALS TROT GLOBE

AFTER three months in Norway on their annual deployment in defence of NATO's northern flank, the Royal Marines returned to their bases in the United Kingdom just as the Falklands crisis was breaking.

So instead of a well-earned leave period, the men were quickly repacking their bags to embark for possible action at the other end of the world.

As more news filtered through from the Falklands of the brave defence put up by the small detachment of Royal Marines on station in the islands, events were moving swiftly in Portsmouth and Plymouth to get the Commandos and their support units to sea with the task force.

Lieut.-General Sir Stuart Pringle, Commandant General of the Royal Marines, recently returned to duty after the IRA bomb attack on him in London, paid an informal visit to Plymouth to check on the departure of 40 and 42 Commandos.

Inspection

Before 42 departed by coach from Bickleigh Barracks to join the cruise liner Canberra at Southampton, they were addressed by the retiring Chief of Commando Forces, Major-General Jeremy Moore, who inspected them from an open top Land Rover.

After the parade, the general was presented with a pewter statue of a marine by the commanding officer of 42, Lieut.-Colonel Nick Vaux.

Final order to the men before they boarded the coaches was: "42 Commando to the South Atlantic ... quick march!"

The 45,000-ton Canberra, requisitioned from P & O to serve as a troopship in the Task Force, provided unusually luxurious accommodation for 2,000 men of the 3rd Parachute Battalion from Tidworth and Plymouth-based Royal Marines.

Soft shoes

They were ordered to wear soft shoes to save the cruise liner's decks, but were soon involved in fitness training on the promenade deck and live firing exercises over the stern rail.

Royal Marines, including the Headquarters element of 3 Commando Brigade, packed the decks of HMS Fearless when she sailed from Portsmouth on April 6. More Marines had departed the previous day with the carriers Invincible and Hermes.

Behind Fearless as she sailed out of Portsmouth Harbour were four landing craft laden with equipment. They were taken on board the parent ship off Spithead.

Two RFA logistic landing ships, Sir Galahad and Sir Geraint, both left Plymouth heavily laden with machinery and equipment. Included in the force were the Army artillery, engineer and logistic units permanently attached to 3 Commando Brigade.

As the Task Force made its way south, Brigadier Julian Thompson, in command of 3 Commando Brigade, was named as commander of the British landing force.



ABOVE: "42 Commando to the South Atlantic ... quick march!" was the final order of Lieut.-Colonel Nick Vaux, commanding officer of 42 Commando, to his men before they marched out of Bickleigh Barracks to join the cruise liner Canberra for passage to the South Atlantic.

Galahad to the rescue

RIGHT: RFA Sir Galahad, her flight deck lined by Royal Marines, sails out of Plymouth to join the Falklands Task Force.



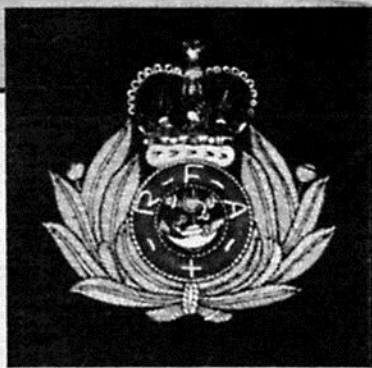
Hasty farewells were said by men of 42 Commando before boarding the coaches that took them to Southampton to embark in the liner Canberra for passage to the Falklands.



Royal Marines go through their PT drill on board HMS Hermes at sea. This picture by PO(Phot) Len Cobbett; others on this page by PO(Phot) Mick Cunningham.

Falklands Task Force

How they keep the Fleet supplied



SUPER SAMPAN

RFA Stromness, pictured leaving Portsmouth to join the Task Force, had been about to leave the Royal Fleet Auxiliary Service but was hastily pressed into service when the crisis broke. The stores support ship later sent this message to Portsmouth dockyard: "Thank you for the very impressive support you have rendered, both in preparing my ship for Marines, in storing and in every other field. We all now believe Portsmouth dockyard is a worker of miracles. Au revoir from the super sampan."

RANKING high in importance for the Falklands Task Force is the seastores system which has been vital to the Navy's operations for many years, particularly for major deployments and exercises and for ships working far from home.

This role, which grew in importance with the closing of overseas stores depots in many parts of the world, acquired particular significance with the formidable problems involved in a deployment across the Equator and 8,000 miles away down to the remote Falklands.

With their ability to carry large cargoes, many of the Royal Fleet Auxiliary's vessels were rapidly switched to this major task.

At the heart of the system lies their ability to transfer to warships their vast quantities of fuel, stores, equipment, clothing, food and ammunition — and to transfer these materials at sea and while under way.

It is a technique in which RN warships and the RFA vessels have become highly adept over the years. The RFA ships have other uses,

too, and often they operate RN helicopters, including Sea Kings, which can be used for defence and for stores transfer.

On board the RFA vessels are usually RFA personnel, Naval Stores and Transport personnel and sometimes RN personnel too — working together to keep the Fleet operational.

For the Falklands task, additional civilian ships, including tankers, have been drawn in by requisition or charter to augment the RFA fleet.

Thousands of men and women of the Stores and Transport organisations in many places worked long hours to help prepare the Task Force to sail fully loaded with requirements.

Activities included moving stores and equipment to RAF stations for flying to overseas bases.

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'Time' rings out in Newton Aycliffe

"TIME, GENTLEMEN!" is a request which will not be heard in Newton Aycliffe's new club which opened on March 13. The call to "Sup Up" will be sounded instead by the ship's bell from HMS Duke of York.

For ex-PO Tom Robson, vice-chairman of the club, it will be a nostalgic sound. As a 16-year-old boy seaman he rang watches in HMS Duke of York.

The new club, built at a cost of £128,000, might never have come about if Tom had not moved to the area in 1975. He soon began circulating posters to clubs and pubs, asking if former naval personnel were interested in getting together to form their own branch of the Royal Naval Association.

In no time more than 100 had answered the call, and largely due to their enthusiasm and fund raising efforts the dream of having a club of their own was realised.

The club, which is backed by Tetley's Brewery, includes a bar and a lounge cum concert room with plenty of land available for further development. It boasts today a membership of 200 and extends a welcome to serving and ex-serving Navy personnel.

More than 400 attended the weekend reunion of No 4 Area held in Barton Hall Hotel, Torquay, a highlight of which was the Area standard bearers competition, judged by three senior Royal Marines drill instructors.

There were 14 entries for No 4 Area trophy, which was won by Shipmate Eric Barnes of Chichester, competing for the first time. He was also runner up in the open section which was won by Greenford.

A greeting to all shipmates from the newly formed Beccles branch in Suffolk, which already boasts 45 members. Officers of the branch are Shipmates Lieut-Cdr Pony Moore (president), Lieut Taff Davis (chairman) and George Gater (secretary).

Although Aldenham & District is but a year old they had the good fortune to acquire the battle ensign of HMS Aldenham, which was sunk in 1942. It was presented to the branch by Shipmate R. Jacques, an ex-Aldenham survivor of Plymouth, and was laid up at a special service in Aldenham parish church. The branch looks forward to the dedication of their own branch standard in July at which the guest of honour will be the former captain of HMS Aldenham, Capt W. Tarrant.

At Thetford annual meeting, Shipmate R. Easton (president), reported a good year with over £500 donated to various charities. He thanked members for their fine support and encouraged them to recruit more serving members of the Navy and spoke of the need to help the less fortunate. The following were elected: E. Easton (president), D. Lym (chairman) and B. Day (vice-chairman).

From Chester comes an invitation to any shipmate unfortunate enough to be hospitalised, while visiting the city, to contact the secretary of Chester branch, telephone 532878, if they need help or would welcome a hospital visit.

Sunday May 23 is a red letter day for Birmingham East who will be dedicating their standard. The parade will muster at

10.30 a.m. at their headquarters at Lea Hall Royal British Legion Club, Kellymead Road, Lea Hall, Birmingham 26.

The Mansfield and District branch is enjoying a very active time with many new members enlisting. A recent highlight was the St George's Day dance (Bring your own Dragon), held on April 24. Preparations are in hand for No 9 Area games which

the branch will be hosting on July 10.

Yeovil was represented among the 33 standards at the dedication of Newton Abbot's standard. It was Shipmate Joe Rowland's first official role as Yeovil standard bearer a test he passed in the finest tradition of the senior service. A thank you to shipmates of Newton Abbot for a memorable day.



Gosport's "man for all seasons" is their new chaplain, the Rev. Hayden Price. Before he was ordained in 1980 he served 23 years in the Royal Navy, retiring as a Lieut-Cdr. He then trained as a teacher and after 20 years retired as the head of a local school. Now curate of St Mary's, Alverstoke, he is pictured at his installation as first honorary member of the branch by (left) Shipmate John Dent (chairman) and Vice-Admiral Sir Ian McIntosh. Picture: Ivan J. Saunders, Fareham.

How Shipmate Alan Walker of Mansfield branch sees it:



"Says 'ere that 1982 Navy Days will be held in Buenos Aires!"

VENTRIS DRIVE

THE LATE Shipmate Ron Ventriss, founder member of Southend branch, was commemorated recently with the naming of Ventriss Drive in the town of Ajax, Ontario, Canada.

This is in keeping with the town's tradition of naming the streets after those who served in the cruiser HMS Ajax, which helped defeat the battleship Graf Spee in the Battle of the River Plate. Shipmate Ventriss served as a boy sailor in HMS Ajax.

UP THE WOLVES!

WOLVERHAMPTON Branch of the RNA is a comparatively small branch with most of our members Hostilities Only or regulars of 1939-45 vintage, but we have a few who served 22 years or more man and boy. Around Wolverhampton we are known as Kean's Mob after vice-president and life member Shipmate Reg Kean, one of our original members.

He is well known in town because of his RNA activities and because he had his own tinsorial business in the heart of the town. He now holds a position of some importance with Wolverhampton Polytechnic and remains someone well known and respected in and around the area.

We have no club of our own but use the United Services Club as headquarters and have the use of the concert room, with bar, exclusively on the second Wednesday of every month. We liaise with other ex-Service associations in the Wolverhampton ex-Service Council, looking after the welfare of ex-Service men and women and arranging

socials and competitions among ourselves.

"Wolves" generally do fairly well in these competitions except for darts... it seems that our members require at least a 15-inch gun to propel a common dart with any degree of accuracy towards a dart board.

BRANCH SPOTLIGHT The first of what we hope will be a regular feature on individual branches opens with this contribution from Wolverhampton.

However, we have managed to win "Pops Cup", an ex-R.N. trophy purchased from Pompey Barracks and donated by the mess for local inter-association competition. It is a large silver cup donated originally by a Chinese businessman in Hong Kong and brought to the UK by the Navy. It is competed for annually and RNA Wolverhampton have won it four times since it was first competed for about eight years ago.

Wins are generally due to the "intelligencia" of the mess who can cope with questions in the quiz section such as

"What are Napier's Bones?" and "What is Cotopaxi?"

The ships we have served in have long since been sunk (we have survivors from Glorious, Fiji and others) or scrapped, except perhaps the Belfast which has been visited by the branch. We had ex-crew members in the mess, but when the

lamps are swinging the lads are back in the ship they served in, tongues are loosened and tales are told... in the mess we have a port and starboard light... does it mean anything that the lads always seem to gather under the port light?

A few members have served since the war and fairly recently joined the association. They take an active part, and one, Shipmate Dan Shelley, is now vice-chairman. Also well represented in the branch are our associate members who are a credit to the mess.

We have no lady members as yet, but they are welcome to the social events

and turn up regularly, particularly to our Trafalgar and ladies dinner and dance held on or about October 21 each year when they are duly thanked for their efforts by the chairman and president, Cdr. A. S. MacDonald, RN (retd). Our Ladies Night is on October 16 at Compton Park, thanks to the efforts of Shipmate Kean.

The subscription paid by members is only the £1.50 forwarded to RNA headquarters. Apart from this we rely on donations to "The Rum Tub", and raffles organised by secretary / treasurer Percy Kite, ably assisted by chairman Dick Ward and the committee who meet once a month.

We have had memorable Sod's Operas, Comedy Assault Courses, Christmas Messes, and trips to other branches in No 8 Area. We have another source of income — Les Blunt's Cuss Box. Apart from members making the inevitable slip of the tongue, he goes round persuading people to curse him, gives advice and will tutor people for a small sum — privately of course!

All in all we are a happy branch and very proud to be members of the Royal Naval Association.



"He served 22 years in the Royal Marines... as the barrack mascot!"

OBITUARY

Shipmate E. C. Fenton, first president Newton Abbot, aged 90.

Shipmate John Connannon, Durham, March 18, aged 87.

Shipmate M. T. Greenough, Thetford, March 15.

Shipmate Thomas Woolley, Wallasey, March 25, aged 54.

Shipmate Philip Loftus, Royal Star and Garter Home, Richmond.

Shipmate Colin Phillip Lawton, Torbay, March 20, aged 45.

Shipmate Chris Gregg, Rhyl.

Pride of the RNA

BEFORE THE naval task force sailed for the Falkland Islands, the President of the Royal Naval Association, Vice-Admiral Sir Ernle Pope, sent a telegram on behalf of shipmates, to Admiral Sir Henry Leach, Chief of Naval Staff and First Sea Lord.

The telegram read: "As the Fleet sails, the rightful champion of our country, it carries with it the hopes and prayers of all shipmates of the Royal Naval Association."

"We take great pride in our ships and men and have the utmost confidence in their professional ability to maintain and enhance the historic reputation of the Royal Navy."

A memorial seat to the 879 officers and men who were lost in HMS Barham, Nov. 25, 1941, was dedicated in Nothe Gardens, Weymouth, on April 25. A seat was also dedicated to the memory of HMS Hood.

Calling Old Shipmates and Reunions are in Page 39.

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BOOKS

Bloody end of a giant

TO TRAIN in order to blow yourself up hurling explosive at the enemy demands a special kind of upbringing and courage — requirements which are undeniably present among the Japanese people.

Earl Mountbatten's inspiration proved in the jungles of Burma that they were not unbeatable, but they had to be respected for fighting to the death.

And towards the end of the Pacific war, the Japanese were prepared to give themselves as sacrifice, the best known example being the suicide pilots of the air force.

It came as no surprise, therefore, that in 1945, when the advancing Americans (with some help from the Royal Navy) were landing on the island of Okinawa, less than 400 miles from mainland Japan, the war leaders should draw a symbolic samurai sword and lash out by sending the last proud remnant of their navy, without air cover, straight at the greatest fleet assembled.

Mad

The Japanese squadron, headed by the world's biggest battleship, the 18in. gun Yamato, was to carve a swathe through the invasion fleet at Okinawa, where the survivors would get ashore from their ships and join the defenders.

It was all quite mad — but not when set against a tradition of death before dishonour, in a nation steeped in ritual and obedience. To die for the Emperor was a fate to be welcomed.

The story of the Yamato's last, defiant gesture is told in "A Glorious Way to Die," by Russell Spurr, published by Sidgwick and Jackson (price £8.95).

The author is a journalist, living in Hong Kong, who has fought and worked in the Far East. His book is something of a life's work, gathered in interviews and during much research over the years.

Anyone familiar with naval battles would find parallels between Yamato and that other famous ship, German's Bismarck. Each was cornered, without air cover, and hammered into a blazing wreck.

Slaughter

For the Japanese it was rough justice. They built the unsinkable, all-powerful Yamato to dominate the oceans, yet their first act against the Americans was to send in aircraft to destroy the American fleet at Pearl Harbour.

At a stroke they made the battle-wagon obsolete, and thereafter the carrier plane was the weapon which triumphed.

The Yamato and its six escorts were located, and the US squadrons swept in on their wings for the kill.

Like the Bismarck, the Yamato did not die easily. But the carnage . . . 3,000 men in a slaughterhouse.

Can anyone imagine a naval man, amid the crashing of shell and bomb, walking dully along the deck kicking limbs, torsos, heads and entrails over the side to keep the place tidy? That is what it was like.

A "glorious" way to die? For the Japanese it was. But it should also be remembered that modern Japan has drawn from the same qualities to build a prosperous nation.

Hope of the Fleet Air Arm in the 1960s was the CVA-01 design — a world beater in the British carrier tradition. It never got beyond the drawing board.

Defence 'failure' of the politicians

BOTH BRITAIN'S main political parties "have failed and are failing to take the necessary action to ensure the readiness of this country to defend itself or at least play its part in NATO where a large element of our

defence destiny must lie."

This view forms the basis for "The Uncertain Ally — British Defence Policy 1960-1990," published by Gover (price £15) and is said in the foreword by Marshal of the Royal Air Force Sir Neil Cameron to be pointed out "quite clearly and with-

out too much bias" in the book.

The joint authors are Michael Chichester, who retired from the Royal Navy as a commander in 1961 after 30 years' service and has since been a writer on defence, and John Wilkinson, Conservative Member of Parliament for Ruislip-Northwood

(now Parliamentary Private Secretary to the Secretary of State for Defence, Mr. John Nott).

They argue that radical changes are needed in British strategic policy "to provide the country with the most efficient defence structure possible within prevailing financial and budgetary limits."

And therein lies the rub.

Killed off

Another book touching on a similar theme is "The British Aircraft Carrier," by Paul Beaver, published by Patrick Stephens (price £9.95).

Mr. Beaver presents the history of carriers from the Argus in 1917 to the Ark Royal in 1978, and naturally has much to say about the death before birth of the Royal Navy's CVA-01 class of new fixed-wing carriers.

The cost of each carrier, at that time, seemed astronomical, and they were killed off by Denis Healey as Labour's Secretary of State for Defence.

If the co-authors of "The Uncertain Ally" are right that many of the defence problems

facing Britain today have originated from economic considerations rather than in response to actual threats to national security, what should be the "mix" of our forces?

Dilemma

How would the nation have fared with the new bill for the nuclear deterrent as well as a thriving carrier fleet and Fleet Air Arm?

Perhaps it is fair to suggest that the nation would be much more confident in improving defences — not the least that provided by the Royal Navy — if there was not the dilemma and split among leaders who support the nuclear deterrent, and those who do not.

The "uncertain ally" may well be uncertain, but it is a reflection of the appalling difficulty in trying to solve the insoluble.

However, the two books mentioned, and especially that on policy, do emphasise the growing conviction that cuts in the "teeth" of our armed forces have gone far enough. And probably much too far . . .

IN BRIEF

"The Past Afloat," by Anthony Burton (BBC Publications, price £12.95). A beautifully-illustrated introduction to Britain's seafaring history, accompanying a television series. Boat-lovers will revel in this nostalgic adventure, which also serves as a detailed guide to maritime collections in Britain.

"The Bulwark Shore — Exploring Thanet and the Cinque

Ports," by Caroline Hillier. An exploration in words and pictures of the south-east corner of England by the authoress and her photographer husband. It is now available in this Granada paperback.

"Campbeltown Remembered — 1942-82." The name is of the Royal Navy "four-stacker" which was rammed into the enemy dock gates at St Nazaire in occupied France in March 1942. Now TS Campbeltown is a Sea Cadet unit which has remembered the 40th anniversary of the St Nazaire raid, and has produced the booklet to help funds. Copies (£1.25 plus 25p postage) are available from Mrs E. Woodley, Baleggregan House, Campbeltown, Argyll PA28 6NN.

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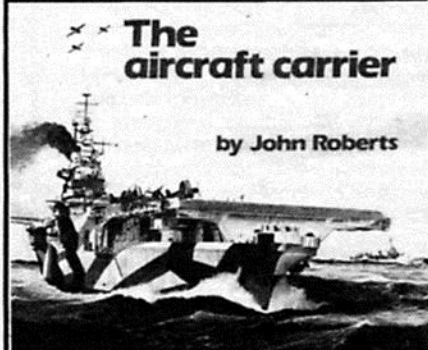
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Anatomy of the Ship



240 x 254mm (9½" x 10") landscape, 96 pages, 20 photographs, 250 line drawings. ISBN 0 85177 251 X. Published May 1982. £8.50 (plus £1.50 post and packing when ordering direct).

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ON THE BALL...

Cue-ing up for the marathon snooker in the Provost Headquarters mess in HMS Pembroke are (from left) RPO Paul Toni, Lieut John Buchanan, Naval Provost Marshal, Cdr. George Mortimer, executive officer, and LReg Stephen Anderson.

Picture: Wren (Phot) T. A. Jones



HELPING HANDS

Brum run for Vernon

A TEAM of seven runners from HMS Vernon covered the distance from Birmingham to Portsmouth — 150 miles — to raise funds for Langstone Training Centre for mentally handicapped children in Portsmouth.

Leaving Vernon's namesake, the Sea Cadet Unit TS Vernon, at Edgbaston at 4.30 p.m., the team, running in relays, arrived at HMS Vernon at 8.40 a.m. the following morning. Each runner covered 21 miles, their combined efforts raising £400.

□ □ □

An appeal in aid of Poland by the Church of Scotland and Free Church at HMS Seahawk raised £200 and a large amount of baby clothes. The clothes were provided by members of the wives' club and the money was raised by church coffee mornings.

□ □ □

A sponsored football match between the Ministry of Defence Police and a team from the Royal Naval Hospital, Plymouth raised over £700 to provide physiotherapy equipment for the hospital.

Twenty-two members of the gunners' mess of HMS Torquay saved £100 in five months to buy a stereo system which was presented to the children's ward of Hull Royal Infirmary when the ship visited the city in March. A similar gift was presented by the mess to the Royal Hospital for Sick Children in Glasgow last October.

□ □ □

A marathon snooker match starring RPO Paul Toni and LReg Stephen Anderson, who played non-stop for 48 hours in the Provost headquarters mess

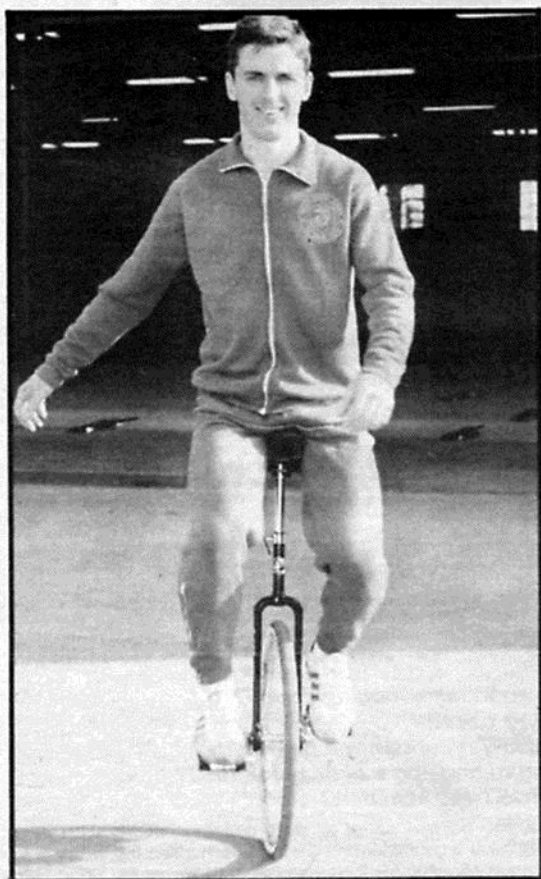
HMS Pembroke, potted £420 for the cancer funds of St William's Hospital, Rochester.

□ □ □

While undergoing training HMS Pembroke 20 RN and WRNS officers pushed a hospital bed from HMS Belfast, near Tower Bridge in London, to HMS Pembroke — a distance of 35 miles.

The "pushers" who covered the distance in six hours — half the expected time — helped to raise £150 towards the cost of providing special beds for Medway General Hospital.

Having a wheely good time...



IT'S EASY when you know how — as Lieut. Roland Grant of the Royal Marines Commando Training Centre, Lympstone, shows, as he gets some practice in on his unicycle before taking part in the eight-mile Top-to-Top charity race from Countess Wear, Exeter, to Exmouth. Half the money raised through sponsorship of the race went to the entrant's choice — in Roland's case to cancer research.



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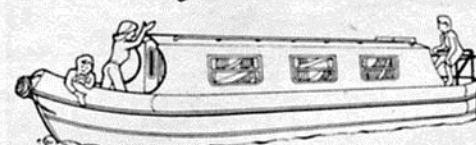
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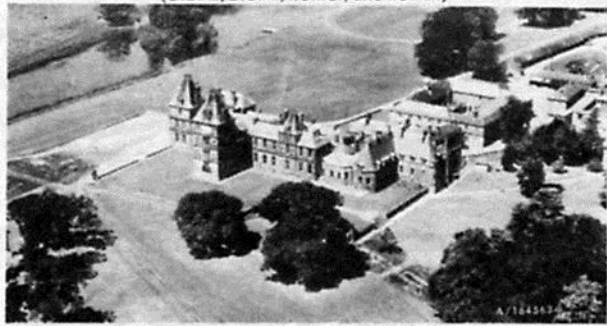
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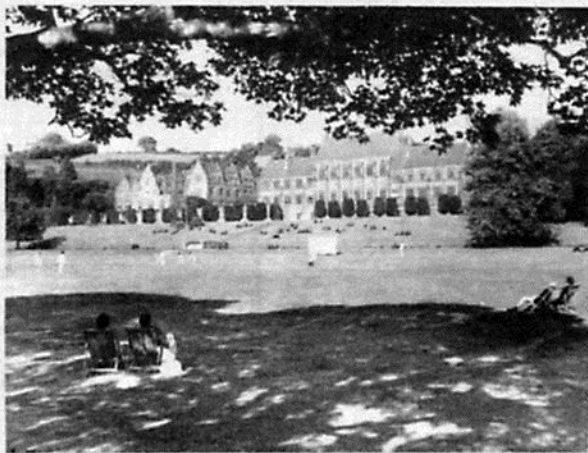
The School, situated in 11 acres of grounds close to Shoreham Harbour and within a mile of the Downs, has excellent rail communications with London, Gatwick, and Portsmouth.

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All inquiries to the Headmaster, Shoreham College, St Julian's Lane, Shoreham-by-Sea, Sussex BN4 6YW. Tel. Brighton 592681.

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Wandering star back at home

HMS ANDROMEDA returned to Devonport on St George's Day, April 23, after an eventful, 16-week deployment during which she steamed almost 18,000 miles, braved hurricane-force winds, carried out a mercy flight and visited several ports in the Bahamas and North America.

The bad weather closed in shortly after the frigate left home waters on January 12 in company with the assault ship HMS Fearless (see report in next pages). The Andromeda weathered the storm well and escaped serious damage.

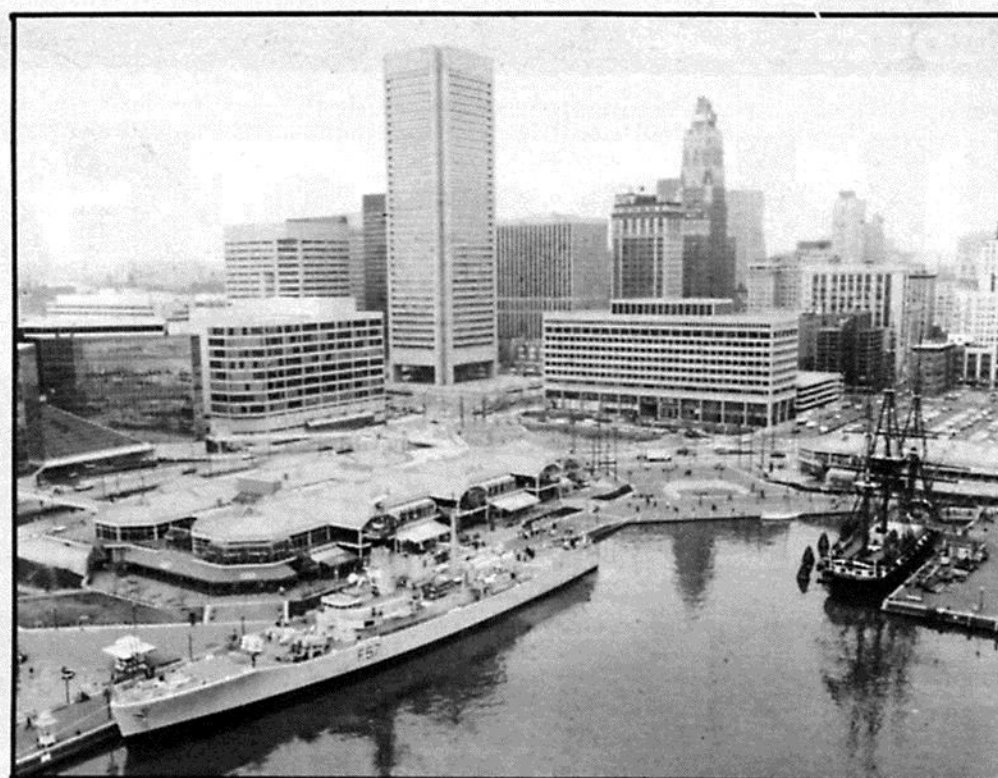
She went on to the main purpose of her deployment to the western Atlantic — the testing of her new anti-submarine equipment at the Andros Island range. Trials with the nuclear-powered submarines HMS Valiant and HMS Conqueror, were interspersed by visits to Nassau and Freeport in the Bahamas and to Fort Lauderdale, Florida.

Daily banyans were held on the Andros beaches and a two-week self-maintenance period in Fort Lauderdale allowed 80 wives and children to sample the attractions of Florida.

Admirals' visit

While in the Bahamas the ship — one of the most up-to-date Leanders in commission — was visited by the Commander-in-Chief Fleet, Admiral Sir John Fieldhouse, and by the newly-appointed Director General Weapons (Naval), Rear-Admiral J. E. K. Croydon.

The ship's Lynx helicopter was called into action when the Andromeda was asked to aid an Israeli



Two starships from different ages in Baltimore's famous Inner Harbour... HMS Andromeda just yards away from an old and fated adversary of England, the American frigate USS Constellation. The picture was taken from a police helicopter.

merchant ship whose chief engineer was suffering from concussion and other injuries sustained in a fall. The aircraft evacuated him, flying him the 80 miles to Nassau for hospital treatment.

After two months in the Caribbean, the Andromeda sailed north to Baltimore where she berthed on March 25 in the Inner Harbour, a

revitalised social centre for the city. During her stay she attracted overwhelming attention, playing host to more than 6,000 visitors, including Pentagon officials interested in the ship's equipment.

Easter week-end was spent in Norfolk, Virginia, and a refuelling stop at Halifax, Nova Scotia, preceded the ship's return to the UK.

SPEED-UP FOR ILLUSTRIOUS ACCEPTANCE



HAND-OVER date for the carrier HMS Illustrious has been advanced to June as a result of the Falkland Islands crisis.

She is pictured on contractor's sea trials, which she completed earlier this year when it was planned to accept her into service in September and commission her in November.

Many men who served in the last Illustrious have been in contact with the ship and,

although there are too many to allow a general invitation to the commissioning, it is planned to hold a special day for the "Old Boys."

Anyone who served in the old carrier is invited to contact Cdr. G. L. M. Daniels, RN, HMS Illustrious, c/o Swan Hunter Shipbuilders Ltd., Church Street, Walker, Tyne and Wear NE99 1CO.

Brief details of service in the Illustrious should be included together with a stamped, addressed envelope.

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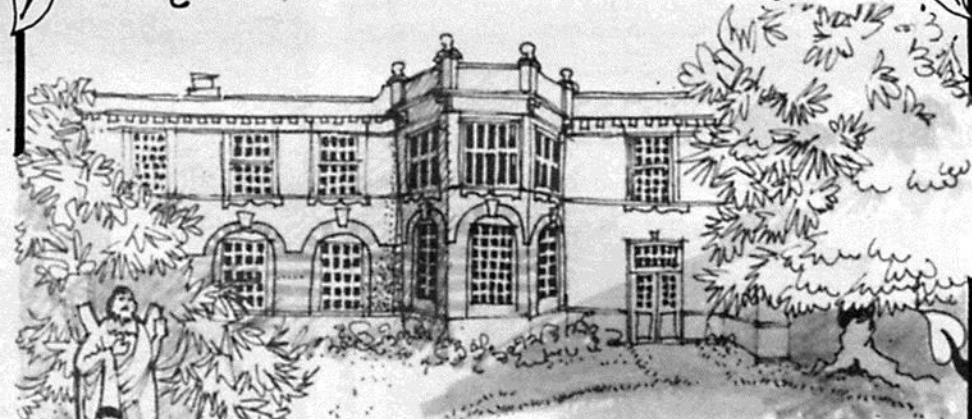
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How Fearless



Above — The Dartmouth Training Squadron — spring 1982. From front to rear, RFA Stromness; HMS Fearless; RFA Tidespring; and HMS Achilles, which was also Belize guardship and sailed with the Fearless part of the time and carried out part of the training task.

Hanging out in a fiord . . .



No, it's not dirty washing — it's camouflage netting as HMS Fearless hides in an Arctic fiord near Tromsø, Norway, during Exercise Alloy Express. The headrope is attached to a large rock ashore.

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NN/4/82

'limbo-ed' up a snow storm!

JUST WEEKS before the assault ships Fearless and Intrepid were called upon to join the Falkland Islands Task Force it had been announced that they would be retained for the foreseeable future instead of being paid off under earlier plans.

The retention news came as the Fearless, which with her sister ship also has a Dartmouth training role, was proving her versatility.

Her Caribbean deployment as Dartmouth Training Ship was followed by a swift, one-day role change to assault ship in Plymouth before she joined other RN and NATO ships in the Arctic Circle for Exercise Alloy Express.

She returned to Portsmouth at the end of March with the prospect of well-earned leave and maintenance. Then came the Falklands crisis — and on April 6, after hasty preparations, the Fearless left Portsmouth in her commando assault ship role to rendezvous with the rest of the force heading south.

Storm clouds are nothing new to HMS Fearless. At the beginning of her Caribbean deployment — which now must seem light years away for the ship's company — she ran into three days of hurricane force winds and mountainous seas, completely unforecast.

Storm warning

Weather reports from the Fearless discovering the storm were received back in the ship as a storm warning six hours later.

But after arriving two days late at Bermuda to embark the then Flag Officer Third Flotilla (Vice-Admiral John Cox) the weather reverted to the Caribbean norm, with temperatures in the 30s Centigrade.

In company with the Fearless were HMS Achilles, the West Indies guard ship, RFA Tidespring, and RFA Stromness, on what was then thought to have been her final voyage before disposal to the US Navy.

Groups of midshipmen and MEA apprentices transferred daily to and from the ships using the Tidespring's Wessex, nicknamed Gilbert.

From Bermuda, the Fearless sailed for San Juan, Puerto Rico, where midshipmen exercised in the mountains with the 92nd Battalion Puerto Rican Army National Guard.

Glorious beach

Next port of call was the home of the calypso, steel bands and carnival — Port of Spain, Trinidad, where the glorious Maracas beach enjoyed the attention of the ship's company. Thirty-two wives joined their husbands during the eight-day self-maintenance period, staying at the Hilton Hotel.

A close liaison was established with the Trinidad and Tobago Coastguard, many of whose officers are trained by the Royal Navy.

Aruba, which was visited next with Curacao, both in the Netherlands Antilles, was the scene of a joint RN-Royal Netherlands Marine Corps exercise Arubex, in which the Achilles RM detachment, the midshipmen and the band of FOF3 all took part.

The Commander-in-Chief Fleet, Admiral Sir John Fieldhouse, visited the Dartmouth Training Squadron in Curacao to sail with the Fearless for several days before disembarking in Gilbert to Aruba.

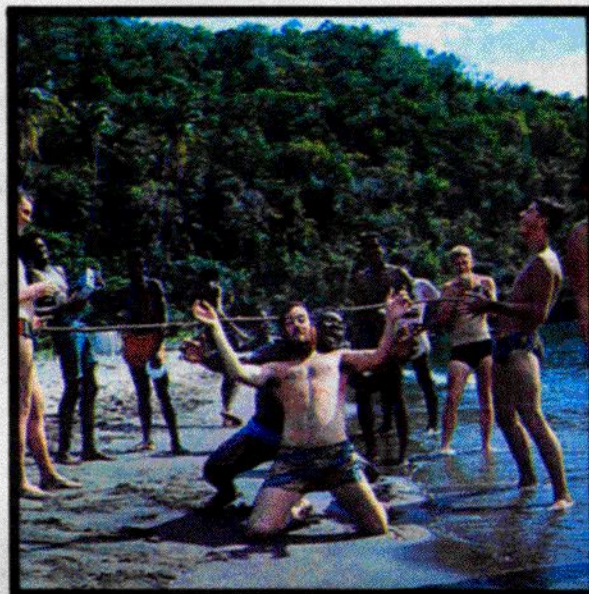
Rapid role-change

At Bequia and St Vincent in the Windward Isles beautiful beaches, banyans and "jump-ups" were popular, often with the friendly locals joining in.

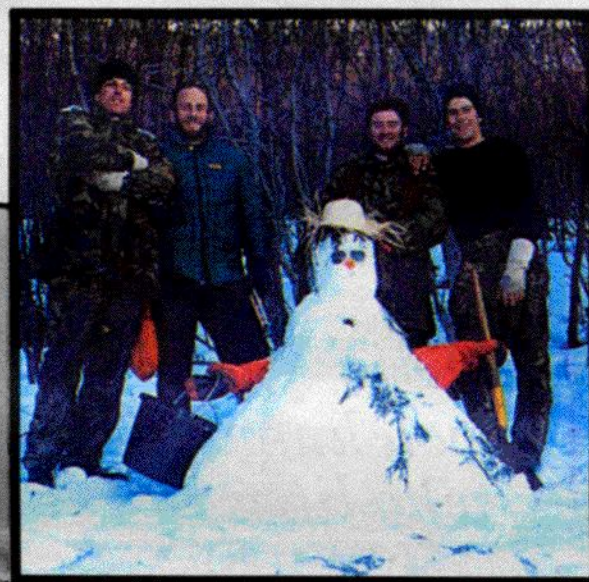
After her rapid role-change in Plymouth, the Fearless joined Exercise Alloy Express for a landing at Gratangen Fiord, where the weather was kind, the scenery breathtaking, and all Fearless's many assets were exercised.

The new Flag Officer Third Flotilla, Rear-Admiral D. R. Reffell, joined Commodore Amphibious Warfare, Commodore M. C. Clapp, in Fearless, with visits from one American and three Norwegian flag officers.

First shore leave for the ship's company since St Vincent was taken at Harstad — quite a contrast, from 30 Centigrade to minus 5 and snowing! But two days hiding in the fiords from air reconnaissance also had a lighter side, with time to land men for a snowman-building competition, emphasising still further the different worlds they had visited.



On a black volcanic beach in St Vincent, Windward Isles, the ship's limbo champion, RO Scouse Kewn, goes through his paces during the Communication Department banyan.



As Fearless hides in a Norwegian fiord, there's time for a snowman building competition. Left to right, LA Nick Kneale, AEA1 Jan Carey, AEM(M)1 Griff Griffiths and NA Paddy Blaney.

Storm in the Atlantic ... During her outward passage across the Atlantic the Fearless ran into three days of unforecast hurricane force winds and mountainous seas. Weather reports sent out from the ship were received back as a storm warning six hours later!



SSAFA SCENE

Soldiers' Sailors' and Airmen's Families Association

Ex-Stoker turns to SSAFA

A FRIEND INDEED!

VITAL LINK

A Naval Rating was badly injured in a road accident whilst serving in a remote part of the world. The RN Family Welfare Officer contacted SSAFA's local representative who made an evening visit to the Rating's family and broke the news.

For the next ten weeks the only communication the parents had with their son was through SSAFA, who acted as go-between, comforter and friend.

SSAFA is in the communications business in a big way — locally, nationally and internationally.

Through local communications SSAFA ensures that anyone who is in need and eligible for help can get in touch quickly. SSAFA has direct access to Service and Regimental Funds. Last year £136,083 was disbursed on behalf of King George's Fund for Sailors, the Royal Naval Benevolent Trust and other funds for seafarers, in direct grants. Trustees of many of those funds acknowledge that they could hardly operate without SSAFA.

Always there

On a national level SSAFA draws attention to issues of the day; national legislation, the fight to increase the Death Grant, welfare rights for both Service and ex-Service families.

Every SSAFA division can reach — and can be reached from — any location overseas where UK Servicemen and women and their families are stationed. Thus SSAFA acts as an international communications link.

Swift work

When the grandmother of a soldier serving in Germany died, his mother, knowing how close they had been, contacted her local SSAFA office in Berkshire to get the news to her son.

The SSAFA representative asked the Ministry of Defence to pass the message to the soldier's Commanding Officer. Within two hours the soldier was on the telephone to his mother who later wrote to SSAFA: "I have been told that SSAFA gets things done quickly, but I never thought it was as quick as that! I will always know where to come if I am in need again."

IN 1964 Rider Pease was earning big money as a steel erector at a South Yorkshire power station. He was taking his lunch break when his body began to feel numb.

"Both my legs started going dead," he recalls, "and I got myself home, ripped off my boiler suit — and that's all I remember."

For the next two months Mr Pease, who served during the war as Stoker 1st Class on board HMS Kimberley, lay seriously ill in hospital. He was told by a specialist that he had spondylitis of the spine coupled with arthritis and would never work again.

This came as a terrible blow to Mr Pease who had to support a wife, Evelyn, and daughter, Lorraine. He refused to give in to his disability and later found work as a storeman, then as a part-time cleaner to supplement his pension.

Over the years Mr Pease's condition worsened and he contacted his local Community Help Centre. He was supplied with a special supportive chair

and given the best advice he's ever received — "Go and see SSAFA!"

In May 1981, Mrs Lindy Leak, Hon. Divisional Secretary, SSAFA Thorne, visited the Pease family at their home in neighbouring Stainforth, South Yorkshire.

Action

"I found that Mr and Mrs Pease needed help with fuel bills, bedding and clothing," she says.

Mrs Leak approached Robert Foster's Charity, which was set up in 1603 to help poor men of Stainforth and Hatfield.

"Annually, there is a Robert Foster church service after which boots and blankets are

handed out. I'd told them that if it hadn't been for ex-Service-men, Mr Hitler would have had their Robert Foster's money and they couldn't argue with that! So I came back from church with a pair of blankets for Mr and Mrs Pease."

As a SSAFA representative, Mrs Leak was able to request support from the Royal Naval Benevolent Trust.

"They provided a wonderful grant of £116, enabling Mr Pease to pay his electricity bill and water rate arrears and buy boots and thermal underwear because he feels the cold."

Untiring

Mr and Mrs Pease are now less worried and much warmer! Their daughter, Mrs Lorraine Crosby, gladly helps with the typing at SSAFA's small office and Mr Pease, in a letter of thanks to the RNBT, says:

"I would also like to praise Mrs Leak, Secretary of SSAFA in Thorne, for her ever-untiring work for people in need."

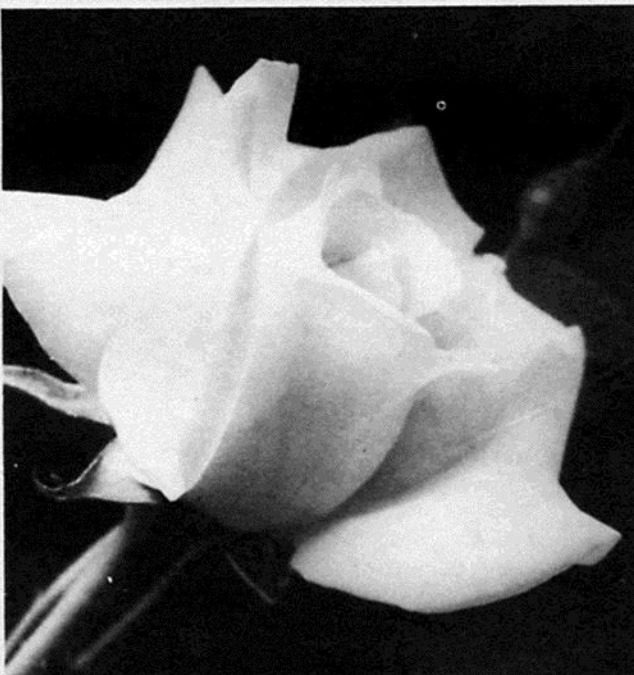


Mr and Mrs Pease

SSAFA IS FOR YOU

The Soldiers' Sailors' and Airmen's Families Association works independently offering confidential help, advice and friendship to the families of Service and ex-Service men and women, including the Reserve Forces, wherever they may be.

Do you know someone who likes roses?



Do you spend long periods away from home and your loved ones? Have you a close friend or relation you'd like to send a very special gift to? A gift of roses?

A new rose bush, bred by Harkness of Hitchin, is being launched in aid of SSAFA. The rose is named MOUNTBATTEN, after Admiral of the Fleet The Earl Mountbatten of Burma, the late President of SSAFA.

MOUNTBATTEN is a glorious clear yellow with lustrous olive green leaves. It makes a splendid free-flowering bush, growing to 4½ feet and repeating its flower throughout summer and autumn.

The rose bushes sell at £2.75 each, plus postage and packing. For every one sold, SSAFA receives a donation of 50p to help provide care for the families of serving and ex-Service men and women, Reserve Forces included.

Please send now for a colour leaflet and order form to: SSAFA ROSE (N), SSAFA, PO Box 5, London SW1H 9 BZ.

The MOUNTBATTEN rose will make a very special gift.

Major company trims staff

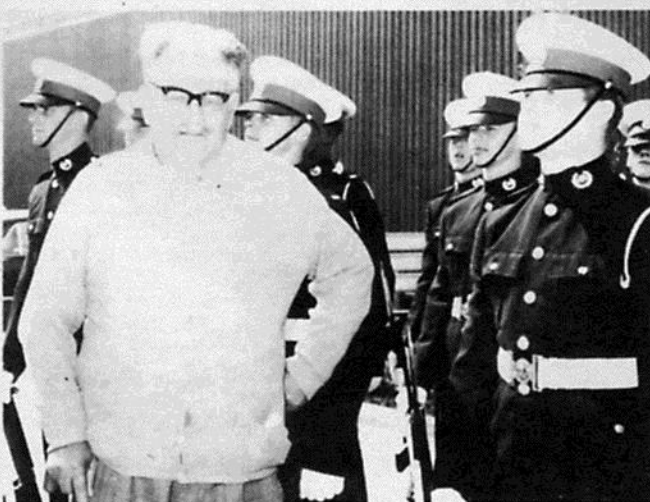
SADLY a headline to which we have all grown accustomed. In this case, however, the loss is not jobs but pounds of flesh! And the sponsored slim at International Computers Ltd, Stevenage, has meant the holiday of a lifetime for 70 year old ex-Royal Marine Wilf Clements.

The man who cajoled his ICL workmates into the slim is Mr Tom Johnson, who is also Assistant Hon. Secretary, SSAFA, Stevenage.

Marine fan

"I geed Wilf up and said would he like to go on a holiday," said Mr Johnson, who in the course of his SSAFA work visits Mr Clements regularly. "I didn't tell him where until everything was arranged. He was really thrilled."

The slim raised £350 and Wilf's holiday was back at the scene of his happiest memories,



Mr Wilf Clements meets the Marines

the 45 Marine Commando base at Poole in Dorset.

"It was out of this world," said Wilf, who is virtually housebound. "If I had won the pools I couldn't have a holiday like it. I am Royal Marines daft."

It was the first time Wilf had been back to Poole since the war when he served in the Force Viper expedition to Burma. This time he went with his wife, Betty.

Mr Johnson had secretly arranged an exciting itinerary with the Marines.

Wilf and Betty were shown round the base including the

museum and watched a passing out parade. They were put up for three nights in a top hotel and were taken to Portsmouth where they were shown round "Victory".

Green beret

Highlight of the holiday was undoubtedly the presentation to Wilf of the Marines' famous green beret and badge.

Wilf a man who technically "died" and recovered on the operating table eleven years ago now plans to live to be 100.

"Then we can have another do," he joked.

NAVY NEWS READER SERVICES

PROMOTIONS

Officers

THE following officers have been provisionally selected for promotion:

SPECIAL DUTIES

To Commander, to date from October 1: Seaman: D. C. Sayce, M. Goacher. Engineering: G. I. Mayes, J. Faulkner, K. G. Bowen. Supply and Secretariat: V. D. Watson.

ROYAL MARINES

To Captain: G. Lunness. Band: To Captain: E. P. Whealing (November 1 1982).

SUPPLEMENTARY LIST

Seaman: To Commander: N. L. L. Featherstone (September 1). Instructor: To Commander: C. K. Newell (September 1).

Special Duties

THE following promotions on the SD list have been approved with effect from April 1 1982 subject to medical fitness:

Seaman: To Lieut-Commander: A. E. Fields, M. S. Baker, J. R. Turner, K. M. Davies, M. J. Dance, R. J. Higham, P. L. Edwards, B. R. Judd, R. E. Wilkins, J. S. Cant, K. P. Armitage. Engineering: To Lieut-Commander: P. R. Day, W. J. Frost, J. M. Hawkes, R. G. Ibbell, M. S. Baker, J. R. Turner, K. M. Davies, M. J. Dance, R. J. Higham, P. L. Edwards, B. R. Judd, R. E. Wilkins, J. S. Cant, K. P. Armitage. Supply and Secretariat: To Lieut-Commander: P. McKiernan, D. A. Doole, J. D. Shipton, I. M. C. Coombes. Medical: To Lieut-Commander: C. Coburn.

WRNS

The following promotions have been approved with effect from April 1 1982. To First Officer: A. C. Kempton, J. M. Hincks. To Second Officer: J. J. Wilman, L. A. Holdrup, M. C. Davis, M. A. Shelton-Palmer, A. J. Forrest.

RNR

The following officers of the RNR and WRNR have been selected for promotion to date September 30 1982. Seaman: To Captain: R. E. Abbott, M. B. F. Frame. To Commander: G. R. Lines, R. H. Edwards-Evans, G. Johnston, D. A. Carr, N. R. Messinger, D. J. Gammans. Engineering: To Captain: B. McCarthy. To Commander: A. H. Stephenson, G. C. Rae.

Supply: To Captain: N. Lloyd-Edwards. To Commander: C. P. Powlett. Instructor: To Commander: J. M. Wright. NCS: To Captain: R. G. Purchase. To Commander: J. I. D. Smith, G. G. Dunbar, D. E. Inglesent, M. H. Porter, A. D. Kirby. HQ: To Commander: D. Stoyles, E. G. O. Reubens. Medical: To Surgeon Captain: J. Shaw. To Surgeon Commander: A. M. Roberts, R. A. G. Brown, T. A. Waterworth, R. B. K. Braughton.

WRNR

To Chief Officer: P. Shaw, M. S. Nicholas, P. A. N. Vokes. To First Officer: C. B. Spratt, A. T. Kettles, W. J. Elison.

OVER TO YOU

Arthur W. H. Chandler, 88 Ripley Road, Worthing, Sussex, is co-operating in research for a book about the formation of the 1st RN Commando (of which he was a member), and would like to contact former comrades, including Sub-Lieut. Canham, Sub-Lieut. Grant, and three ABs, Bill Spalding, Snowy Croucher and Dick Oram. H. Bates, 318 Lightbourne Road, New Moston, Manchester 10, asks if any reader can remember the name of the M.P. or Government official who with Earl Mountbatten went aboard HMS Norfolk at Singapore in 1946.

James A. Smith, 16 West End Avenue, Doncaster, South Yorks, who served during the war years in HMS Nubian, would like to know if there is a Tribal Destroyer Association, a 14th Destroyer Flotilla Association (of which the Nubian was part), or are any reunions planned for the Tribals or the 14th DF.

David J. Critton, 8 Shakespeare Avenue, Langdon Hills, Basildon SS16 6DJ, researching for a possible book on the life of Admiral Sir Algernon D. E. H. Boyle (1871-1949) would like to contact any who served under him.

A. P. Morling, 84 Tothill Street, Minster, Ramsgate CT12 4AJ, who has become totally paralysed and uses a stick in his mouth to type, would like to contact former shipmates of the old Arethusa, Rajah, Wildfire, Calcutta, Maynell and Corbrae. He hopes to write a book.

L. Lennox, 11 Hillside Street, Edinburgh EH7 5HD, who was on board HMS Triumph when the ship visited Leningrad in 1955 or 56, would like to contact anyone who had photographs of the occasion.

J. D. Wharton, 4 Lord Street, Eccleston, Chorley PR7 5TR would like to write a book on HM rescue tugs and T124T, and hopes to contact readers who served in HM ships Nimrod, Campbelltown, Badger (Harwich) and Minona, or in any of the rescue tugs.

HMS HAVANT

The Royal British Legion Havant branch are holding a memorial service on May 30 for HMS Havant, which went down in the English Channel while evacuating troops from Dunkirk. All who wish to attend should muster at the Royal British Legion in Brockhampton Lane Havant at 10.15 a.m. Expenses incurred by survivors will be paid.

CALLING OLD SHIPMATES

Mr. Frank Bright ex-CPO, Box 45, Mulanje, Malawi, Central Africa, would be pleased to hear from anyone who served with him at HMS Ganges, 1912.

Mr. D. (Dutchy) Holland, ex-LOEM, 9 and 11 Back Lane, Clayton, Bradford, W. Yorks BD14 6DB (tel. 0274 881969), is trying to trace AB "Simmo" Simmonds of Chatham, who served in HMS Eagle, 1970-72.

Mr. A. W. Bruce, ex-AB, 28 Howarth Road, Brinsworth, Rotherham, S. Yorks S60 5JS, would like to hear from seamen gunners of H.S. Galatea, 1968-70, especially AB Malcolm (Hood) Arch and AB (Ginge) Napper.

Mr. K. S. Humphreys, 76 Moor Road, Streileigh, Nottingham NG8 6LS, would like to hear from shipmates of HMS Helford, 1943-44, deployed Hong Kong until the end of the Second World War, particularly Ldg Stoker (Butch) Dunkley then at 1, Back Lane, Hockley, Birmingham.

Mr. Ronald Bailey, 42 Elnup Avenue, Shevington, Nr. Wigan, Lancs, ex-CMEM, would like to hear from shipmates of HMS Rame Head 1944-1947.

Mr. Fred Crossley, 20 Park Avenue, Maidstone, Kent ME14 5AU, would welcome news of old shipmates of 22/24 Mess (cooks and stewards), HMS Tiger, 1960-63, particularly Ted Leedham, Jan Crudge, Tubby Rogers, Les Lawson, Roy Revill, Soapy Watson, Splash Waterfall, Sam Houston, Bill Pearson, and Chats Harris.

Mr. F. W. Strike, 2 Buckingham Place, St Budeaux, Plymouth, PL5 2EN, ex-CEA, who served during the First World War in HMS Monarch and in the Second World War in HMS Diomed, would like to hear from any of his former shipmates, particularly Bill Tilley, Tommy Fry, Reggie Hunt, and Roy Hignar of the EA's Mess, HMS Diomed.

Mr. Reg (Happy) Day, 30 Orchard Avenue, Berkhamstead, Herts, would like to hear from shipmates of HMS Matless, 1942-43, in particular John (Nobby) Hall, last known address Isle of Wight.

Mr. Pete Chamberlain and his wife Liz (nee Jeffers), ex-LROs, c/o 27 Nutwick Road, Havant, Hants, on holiday from Australia, would be pleased to hear from shipmates of Common Singapore, 1969-71, and previously of Northwood, Mauritius and

HM ships Dampier and London.

Mr. George Thompson, Flanders Cottage, Shamley Green, Surrey, would welcome news of old shipmates of St George Upper Camp, Isle of Man, 1944.

Mr. F. F. (Pip) Beaumont, 114 Waterford Road, Ipswich, Suffolk, wants to contact any of Class 11, Oct. 25, 1938, Chatham, especially Jimmy Patrick of Cleethorpes, also shipmates of HM ships Saltash, 1939-40, Vindictive, 1941-43, and Essington, 1943-44.

Mr. William Bell, 622 E. Palm, No. B, Burbank, California 91501, U.S.A., would like to hear from members of the rope climbing team who took part in the Royal Tournament at Olympia, London, in May, 1937.

Mr. Herbert Barrow, 39 Helena Road, Dollis Hill, London NW10, would be pleased to hear from shipmates who served during the First World War in HM ships King George V, Owen, Manzanita, Attentive and Saracen.

Mr. R. (Tubby) Gadd, 28 Lockwood Path, Sheerwater, Woking, Surrey GU21 5RH, member of the first class of air mechanics formed at Chatham in 1939, would like to hear from survivors of 501, 502 and 503 classes who left there in May, 1939, to train with the Royal Air Force.

Mr. Bill Smart, 108B Beach Road, Kaikoma, Marlborough, New Zealand, will be in London from June 17 to July 6 and would be pleased to hear from or meet former shipmates of HMS Bangor, 1940-43. His address will be c/o Mrs. Kay McDonald, 78 Fermanin Court, Downham Road East, London STA.

Mr. G. W. Haddon, No 7 "Heatherton," Main Road, Kenilworth, Cape 7700, South Africa, invites survivors of the Hunt escort destroyers HMS Tynedale L96 and HMS Holcombe L56, which were sunk in the Med. Dec. 12, 1943, to get in touch with him.

Mr. Gerry (Dobby) Dobson, 24 Claremont Road, Wealdstone, Harrow, Middx, ex-L/Stoker Mech, would like to get in touch with shipmates of HMS Broadsword 1950-52, also of HMS(C)(E)1023 (The Clark) Med. Fleet 1953-54, especially Cyril Stubbs of Stamford, Lincs, Tam Potts of Renfrew, Scotland, and Brian (Boris) Conney of Amersham.

REUNIONS

For the first time a reunion is planned for members of the wartime submarine HMS Thrasher. It was prompted by a meeting between the submarine's former commanding officer Admiral Sir Hugh McKenzie and ex-Petty Officer Thomas Gould, who with the late Lieut. Peter Roberts, won the Victoria Cross while serving in the Thrasher under his command. Details of reunion are available from Mr. Thomas Gould VC, 47 Meadowcroft, St Albans, Herts. Telephone St Albans 51826.

To mark the 40th anniversary of the adoption of HMS Campion by the people of Chard, Somerset, the town hopes to organise a reunion of naval personnel who served in the ship. For details they should contact Mr. A. E. White, Town Clerk, Chard Town Council, Guildhall, Chard, Somerset (Telephone 4245).

The Royal Naval Patrol Service Association headquarters reunion - limited to 500 - will be held at Denes Holiday Village, Kessingland, Lowestoft, Suffolk, October 3 to 10, which will include a service at the RNPS memorial, Bell Vue Gardens, Lowestoft, on Oct. 9, muster 1200 at Royal Plain. For details contact RNPS Naval Museum, Sparrows Nest, Lowestoft, Suffolk NR32 1XG. First come first served.

Survivors of the wartime destroyer HMS Burnham returned to Burnham-on-Sea for their second reunion which attracted an impressive attendance, including ex-crew members of the Burnham's "chummy ship" the US four stacker HMS Churchill.

Ex-Exeters commemorated the 40th anniversary of Macassar and celebrated the recently awarded Battle Honour for HMS Exeter's last action, Sunda Straits, March 1, 1942, at their reunion held in Torquay. Members visited Exeter Cathedral for a memorial service and a wreath laying ceremony at St Andrew's chapel and were guests of the Mayor of Exeter at the Guildhall. Ex-Sea Cadets reunion, TS Bounty, Belle Isle, Lake Windermere, invite members of the class of April, 1944, interested in a reunion to contact Lieut.(SCC) Vic Seaman, RNR, Bambura, 37, Sycamore Avenue, Wymondham, Norfolk NR18 0HF (telephone: 0953 604739).

DRAW RESULTS

RESULT of the grand draw held by the RN Rugby Union and Army Rugby Union at Twickenham on March 13: 1. £1,000 gift token - P. K. Snell (Catterick); 2. colour television - Wray (Middle Walslop); 3. radio / cassette recorder - LSA Robinson (HMS Otter); 4. dozen bottles whisky - M. A. Powers (HMS Brilliant); 5. dozen bottles rum - LPT Holland (HMS Leander); 6. dozen bottles port - B. Marshall (4 Regt RA); 7. dozen bottles claret - P. Ladislalis (STRE); 8. dozen bottles burgundy - Sgt. Green (Queen's Dragoon Guard); 9. liqueur selection - D. Filby (London).

POINTS LEADERS

THE FOLLOWING list shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates.

Intermediate (Int) indicates that men can be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that the men are advanced in "basic date" order. Dates shown against "Int" rosters are the basic dates of the top eligible men.

The number following the points (or basic date) is the number of men who were advanced during March.

PO(EW)/RS(W) - Int (7.7.81), 5; LS(EW)/LRO(W) - Dry, 4; PO(M) - Int (4.3.82), 10; LS(M) - Int (1.9.81), 12; PO(R) - Int (19.3.81), 1; LS(R) - Int (15.8.81), 9; PO(S) - Int (13.10.81), 1; LS(S) - Int (3.8.81), 9; PO(D) - Int (8.7.81), Nil; LS(D) - Int (17.11.81), 2; PO(MW) - Int (20.5.80), Nil; LS(MW) - Int (18.6.80), Nil; PO(SR) - Int (24.7.80), Nil; LS(SR) - Int (8.7.81), Nil; POPT - Int (12.2.80), 4; RPO - 237, 1; RS - 165, 4; LRO(G) - Int (8.12.81), 11; CY - Int (17.6.80), 3; LRO(T) - Int (29.9.81), 5; PO(S)(SM) - Dry, 2; LS(S)(SM) - Int (10.11.81), Nil; PO(TS)(SM) - Int (15.4.81), 1; LS(TS)(SM) - Int (16.7.81), 1; RS(SM) - 343, 1; LRO(SM) - Dry, Nil; PO(UW)(SM) - Int (3.8.81), Nil.

POEM(M) - Int (12.11.81), 4; LMEM(M) - Int (9.7.81), 25; POEM(L) - Int (23.2.82), Nil; LMEM(L) - Int (30.7.81), 3; POWEM(O) - Dry, 7; LWEM(O) - Int (9.3.82), 10; POWEM(R) - Dry, 11; LWEM(R) - Int (12.1.82), 13; POWEM(M)(SM) - Int (20.11.80), Nil; LMEM(M)(SM) - Int (10.10.80), Nil; POWEM(L)(SM) - Dry, 1; LMEM(L)(SM) - Int (11.1.82), 1; POWEM(O)(SM) - Dry, 7; LWEM(O)(SM) - Int (13.1.82), 6; POWEM(R)(SM) - Dry, 3; LWEM(R)(SM) - Int (17.3.82), 6; POWTR - Int (28.10.80), 1; LWTR - Int (25.1.82), 10; POSA - 269, 3; LSA - Int (18.2.80), 5; POCA - Int (9.7.80), Nil; LCA - Int (3.12.80), 1; POCK - 262, 2; LCK - Int (24.1.80), 6; POSTD - 396, 8; LSTD - 95, 10; POMA - Int (25.3.80), 6; LMA - 145, 6; POAEM(M) - Int (19.3.80), 4; LAEM(M) - Int (20.12.79), 7; POAEM(WL) - Int

(27.2.81), 7; LAEM(WL) - 94, 6; POAEM(R) - Int (6.3.81), 4; LAEM(R) - Int (21.2.80), 5; PO(AH) - Int (29.3.80), Nil; LA(AH) - Int (7.12.79), 3; PO(ASE) - 670, Nil; LA(SE) - Int (28.3.80), Nil; PO(APHOT) - 382, Nil; POA(MET) - 497, Nil; POACMN - Int (20.3.80), Nil.

POWREN AEM(M) - Int (14.11.80), Nil; LWREN AEM(M) - 133, 1; LWREN AEM(WL) - Dry, 1; LWREN AEM(R) - Int (29.1.82), 1; POWREN CK - Int (22.7.80), Nil; LWREN CK - Int (22.7.80), Nil; LWREN TEL - 124, Nil; POWREN DSA - Int (6.7.81), 1; LWREN DSA - 134, 3; POWREN MET - 605, Nil; LWREN MET - 154, Nil; POWREN PHOT - 474, Nil; LWREN PHOT - 69, 1; POWREN (R) - 192, Nil; LWREN (R) - 157, Nil; POWREN RS - Int (9.9.80), 1; LWREN RO - 134, 3; POWREN STD O - Int (26.1.81), Nil; LWREN STD O - 91, 1; POWREN SA - Int (19.3.80), 2; LWREN SA - Int (12.12.79), 2; POWREN TSA - Int (18.12.80), Nil; LWREN TSA - 222, 1; POWREN WA - Int (17.7.80), Nil; LWREN WA - 174, Nil.

POWREN WTR G - Int (19.11.80), 2; LWREN WTR G - Int (13.12.79), 5; POWREN WTR P - Int (25.3.80), 1; LWREN WTR P - Int (5.2.80), 1; LWREN WTR S - Dry, 4; POWREN DHYG - 123, Nil; POWREN REG - Int (3.3.81), Nil; POWREN PT - Int (10.2.81), 1.

The Basic Dates quoted for WRNS ratings in the following categories, which have no examination for the next higher rate, are applied in accordance with BR 1068 Chapter 22.

POWREN QA - Int (3.1.82), 1; POWREN EDUC - Int (23.1.82), 1; POWREN MT - Int (1.12.80), Nil; LWREN MT - 126, Nil; POWREN TEL - Int (1.6.81), Nil.

*A number of ratings have become qualified for advancement on February 1, 1982, as a result of gaining their second "Now" recommendation of November 30, 1981. Because some of these men have been on the advancement roster for a number of years, if they were now quoted as the top eligible rating it would give a false impression of the true length of the roster.

Rosters marked with an asterisk have one or two of these men at the top, but the points / basic dates shown are those which give a true guide to the average points / waiting time.

SWOP DRAFTS

THE FOLLOWING ratings are anxious to exchange drafts and anyone interested should contact the applicant direct.

LWEM(R) Headon, 3EZ Mess, HMS Euryalus. Will swap for any Portsmouth shore base or ship in refit.

RO(T) Goodall, drafted HMS Mercury. Will swap for FOSNI, HMS Cochrane or CMCM.

LMEM(M) Redding, HMS Sultan, drafted HMS Ambuscade, June. Will swap for Plymouth shore base.

AL(SM) D. F. Jones, Barrack Guard, HMS Drake, over six months. Will swap for any Portsmouth shore base.

RO(G) L. Gordon, Northwood 26161 ext 501, drafted HMS Fife (refitting until 1983). Will swap for any ship not refitting, anything considered.

MEM(M)1 P. James (AMC), 34 Hawkins Block, HMS Drake, drafted HMS Danae.

July. Will swap for any shore base or ship refitting.

WEM(R)1 N. Caulton, 86 Placewood House, HMS Dryad, drafted HMS Brazen, Sept. Glasgow, will be Plymouth-based. Will swap for Portsmouth ship, seagoing, or refitting.

MEM(L)1 J. Mc Camley, 117 Mess, HMS Cochrane, drafted HMS Illustrious, June. Will swap for any Rosyth ship.

STD J. Keeling, CO4 Mess, HMS Osprey, drafted HMS Fife, Aug. Will swap for any Plymouth ship. Contact Portland 2402.

RO(G) Graham, HMS Wakeful, Faslane. Will swap for Portsmouth ship not deploying. LWEM(R) Turner, 3P Mess, HMS Newcastle, drafted FMG "Hunt" Rosyth, June. Will swap for Portsmouth shore base or ship in refit.

WEM(O)2 Mandley, HMS Andromeda, Plymouth. Will swap for any Portsmouth ship.

L(S(EW)) J. Gibson, HMS Battleaxe, deploying Aug. to March 1983. Will swap for Plymouth shore base or ship in long refit.

LCA G. Hancock, catering office, HMS Collingwood, ext 518, drafted HMS Rothesay, Rosyth, Aug. Will swap for any Portsmouth ship or shore base.

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ASSISTANCE TO AUTHORS

Alan Stoker, 9 Dale Road, Walton-on-Thames, Surrey KT12 2PY, would like to get in touch with anyone who served in ex-US Navy "four-pipe" destroyers; HMS Punjabi, when she lifted Polish troops from St Nazaire in June 1940; and survivors of the Lancaster from a hospital three miles inland. N. E. D. Parkinson, secretary of the HMS Bulwark Association, 15 Ridgeway Close, Paulsgrove, Portsmouth PO6 4LT, says his members would like to see a book published about the ship, on the lines of a commission book. Photographs, cartoons, ditties, etc., would be welcome.

SUBMARINE OLD COMRADES

Colchester branch of the Submarine Old Comrades Association invite ex-submariners in the area interested in joining the branch to contact Mr. Les Kennedy, 21 Maldon Road, Colchester, Essex CO3 3AQ. Telephone: Colchester 67081.

Bristol branch of the Submarine Old Comrades Association which celebrates the 25th anniversary of its foundation, held a dedication service and rally at HMS Royal Arthur on March 21. The parade was inspected by Vice-Admiral P. G. M. Herbert, Flag Officer Submarines, accompanied by Vice-Admiral Sir J. A. R. Trout, President of the national Submarine Old Comrades Association.

Members of Sheffield Submarine Old Comrades meet at the Prince of Wales Hotel, Division Street, Sheffield (near Civic Centre). For details contact Mr. Keith Hudson (secretary) telephone: Sheffield 331754.

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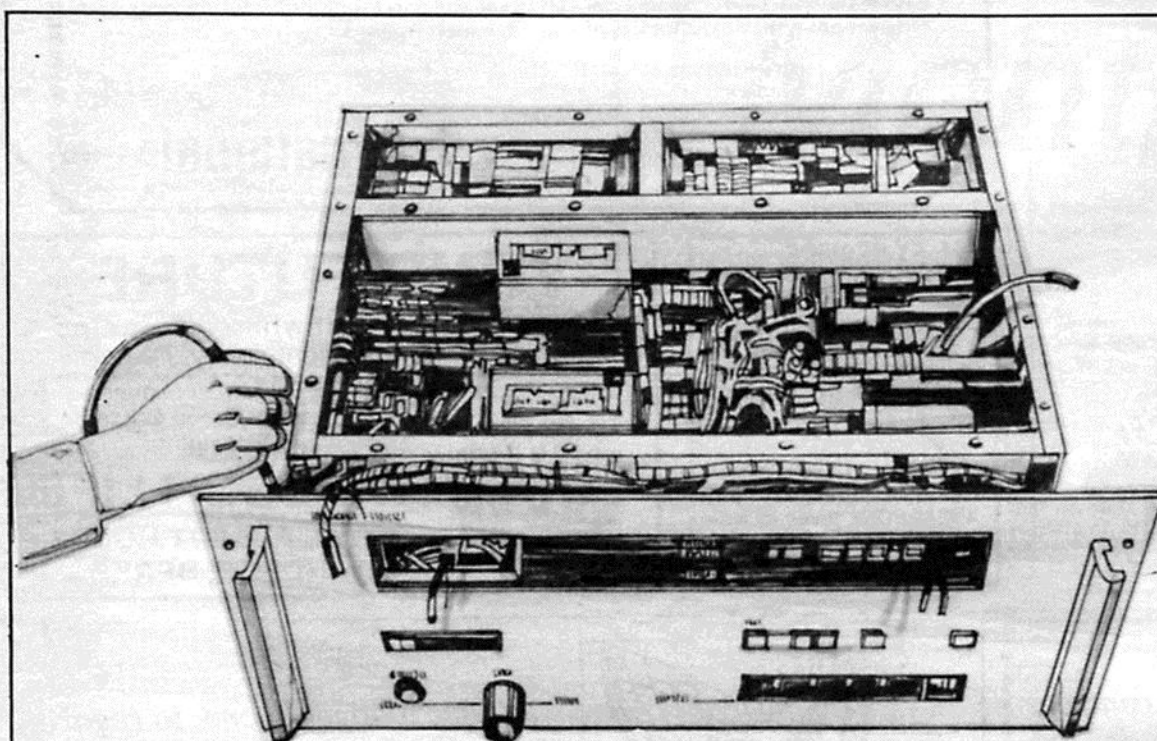
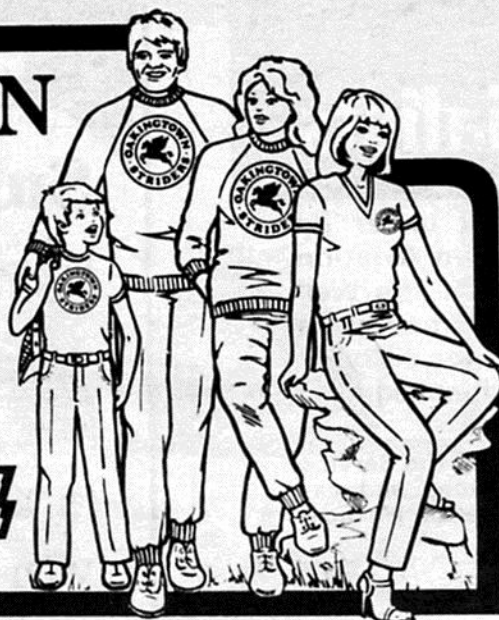
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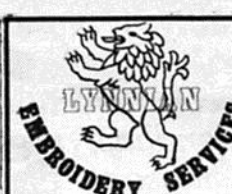
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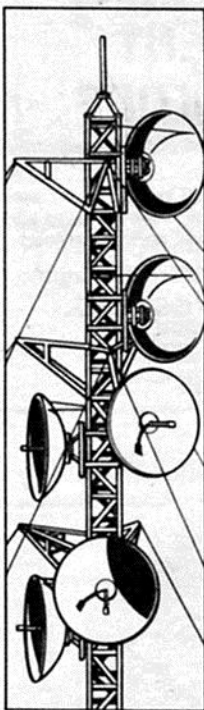
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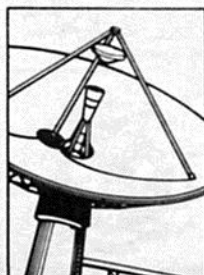
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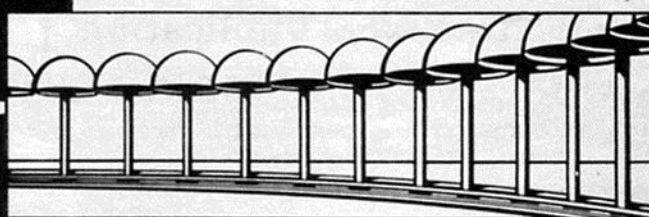
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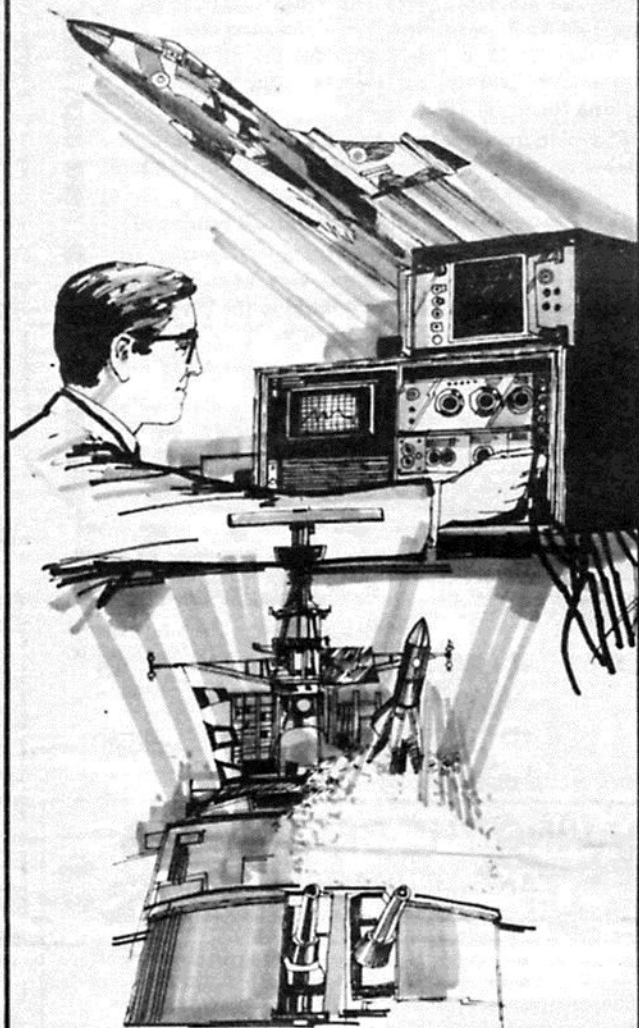
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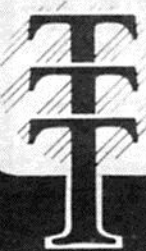
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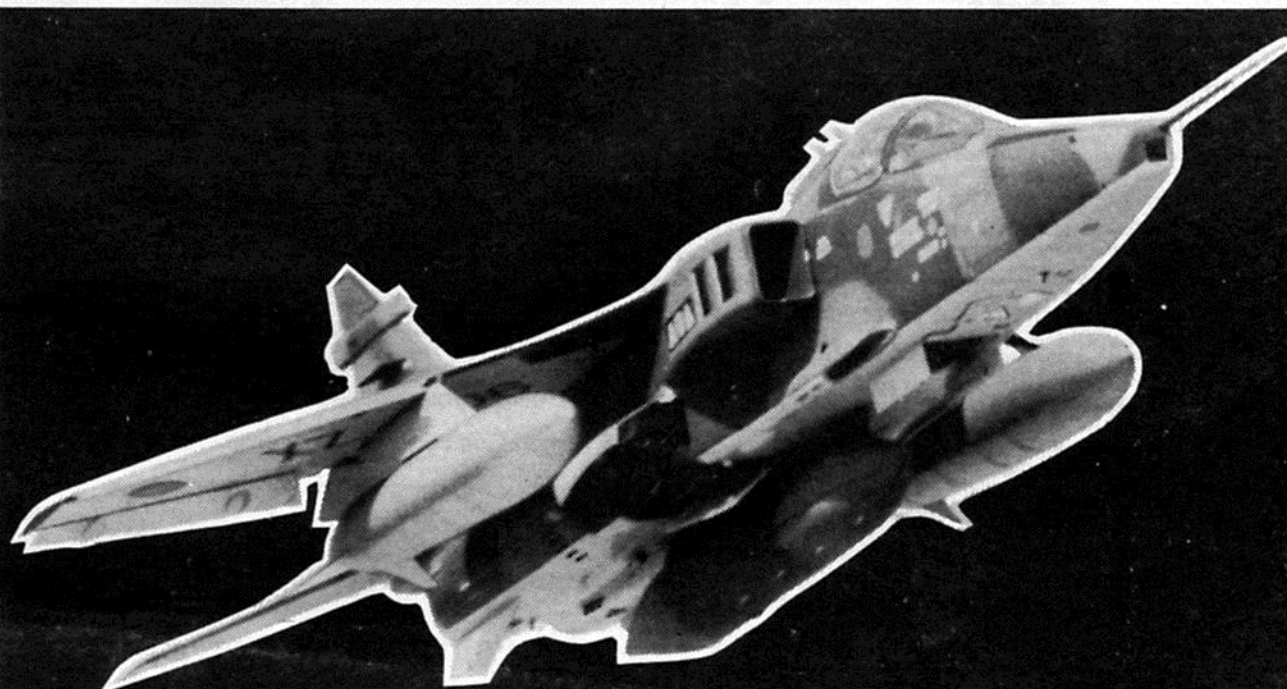
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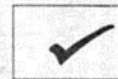


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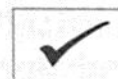
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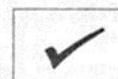
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Details of the applicants are as follows:

Frances (22), single, 5ft. 5in., brown hair, blue eyes, Bristol.
Elizabeth (41), single, 5ft. 8in., brown hair, brown eyes, Durban, S. Africa.
Gillian (22), single, 5ft. 8in., brown hair, green eyes, Sheffield.
Elizabeth (31), divorced, 5ft. 10in., auburn hair, hazel eyes, two children, Bristol.
Karen (21), single, 5ft. 11in., brown hair, hazel eyes, Watford, Herts.
Tracy (16), 5ft. 2in., auburn hair, blue eyes, Stourport-on-Severn, Worcs.
Irene (33), divorced, 5ft. 5in., dark hair, dark eyes, Chichester, Sussex.
Miss A. (19), single, 5ft. 2in., black hair, brown eyes, Yeovil, Somerset.
Lisa (17), single, 5ft. 4in., auburn hair, brown eyes, Manchester.
Susan (21), single, 5ft. 2in., brown hair, brown eyes, Bolton, Lancs.
Carol (33), divorced, 5ft. 7in., blonde hair, brown eyes, Avon.
Sara (17), single, 5ft. 2in., blonde hair, blue eyes, Feltam, Mddx.
Jenny (17), single, brown hair, blue-grey eyes, Feltam, Mddx.
Betty (46), divorced, 5ft. 6in., fair hair, blue eyes, Bristol.
Cathy (16), 5ft. 9in., brown hair, brown eyes, Pill, Avon.
Lorraine (26), single, 5ft. 4in., brown hair, brown eyes, Bristol.
Sue (33), single, 5ft. 10in., fair hair, Manchester.
Eileen (43), divorced, 5ft. 2in., brown hair, blue eyes, Bristol.
Josie (43), single, 5ft. 5in., chestnut hair, blue eyes, Bristol.
Karen (17), single, 5ft. 5in., brown hair, brown eyes, Corby, Northants.
Janet (27), single, brown hair, green eyes, Leicester.
Karen (20), single, 5ft. 8in., brown hair, blue eyes, Sidcup, Kent.
Sue (25), single, dark hair, Shipley, Yorks.
Nita (16), 5ft. 5in., fair hair, hazel eyes, Bristol.
Barbara (46), widow, 5ft. 1in., brown hair, grey eyes, Bristol.
Debbie (22), divorced, 5ft. 1in., brown hair, hazel eyes, Bow, London.
Annette (20), single, 5ft. 4in., brown hair, brown eyes, Kidderminster, Worcs.
Gill (18), single, 5ft., fair hair, blue eyes, Ipswich, Suffolk.
Su (18), single, 5ft. 8in., fair hair, green eyes, Portsmouth, Hants.

Margaret (44), divorced, 5ft. 5in., auburn hair, brown eyes, Bristol.
Donna (26), separated, 5ft. 4in., brown hair, hazel eyes, Plymouth.
Madge (60), divorced, 5ft. 2in., black hair, blue eyes, St Austell, Cornwall.
Allison (17), single, 5ft. 2in., brown hair, blue eyes, Newcastle-upon-Tyne.
Rosemary (26), single, 5ft. 3in., brown hair, blue eyes, Deddington, Oxford.
Lynne (29), separated, 5ft. 5in., brown hair, hazel eyes, Saltash, Cornwall.
Sheila (47), divorced, 5ft. 4in., brown hair, hazel eyes, Sunderland, Tyne and Wear.
Lynne (18), single, 5ft. 5in., brown hair, blue eyes, Exeter, Devon.
Denny (21), single, 5ft. 2in., black hair, blue eyes, Lincoln.
Cathy (20), single, 5ft. 3in., fair hair, green eyes, Ringwood, Hants.
Ethel (55), widow, 5ft. 7in., brown hair, brown eyes, Liverpool.
Lynn (16), 5ft. 8in., blonde hair, blue-green eyes, Edgware, Mddx.
Christy (33), widow, 5ft. 5in., fair hair, green eyes, one daughter (2), Ashford, Kent.
Carolyn (17), single, 5ft. 5in., blonde hair, blue eyes, Beeston, Nottingham.
Julie (23), single, 5ft. 7in., black hair, brown eyes, Bootle, Merseyside.
Lesley (19), single, 5ft. 10in., blonde hair, blue eyes, Edwinstowe, Mansfield.
Pamela (16), 5ft. 5in., ginger hair, green eyes, Manchester.
Karen (16), 5ft. 6in., brown hair, grey-blue eyes, Manchester.
Gail (19), single, 5ft. 2in., brown hair, brown eyes, Prescott, Merseyside.
Sue (16), 5ft. 4in., brown hair, blue eyes, Wolverhampton, W. Midlands.
Carole (29), separated, 5ft. 4in., brown hair, blue eyes, three children, Milton Keynes, Bucks.
Dee (35), divorced, 5ft. 4in., brown hair, grey eyes, one son (8), Torquay, Devon.
Anne (18), single, 5ft., brown hair, brown eyes, Bristol.
Trisha (34), separated, 5ft. 6in., brown hair, green eyes, three children, Heckmondwike, W. Yorks.
Alexandra (30), single, 5ft. 11in., blonde hair, green eyes, Epsom, Surrey.
Angela (26), single, 5ft. 7in., brown hair, blue eyes, Macclesfield, Cheshire.
Lisa (37), divorced, 5ft. 8in., brown hair, green eyes, two daughters, Selby, Yorks.
Julie (29), separated, 5ft. 5in., blonde hair, green eyes, one child (3), Norwich.
Madge (55), widow, 5ft. 5in., fair hair, blue eyes, Shaftesbury, Dorset.
Debbie (19), single, 5ft. 3in., brown hair, Warrley, W. Midlands.
Linda (24), single, 5ft. 2in., auburn hair, blue eyes, Canterbury, Kent.
Christine (16), 5ft. 4in., brown hair, green eyes, Billingham, Cleveland.
Stella (32), separated, 5ft. 9in., brown hair, brown eyes, three children, Peterborough.
Sylvia (32), separated, 5ft. 4in., brown hair, green eyes, Lichfield, Staffs.
Susan (21), single, 5ft. 8in., blonde hair, hazel eyes, Epsom, Surrey.
Stella (34), single, 5ft. 5in., brown hair, green eyes, Canvey Island, Essex.

Kay (17), single, brown hair, brown eyes, Doncaster, Yorks.
Beverley (17), single, 5ft. 7in., brown hair, green eyes, Liphook, Hants.
Janet (31), separated, 5ft., brown hair, blue eyes, Stroud, Glos.
Janice (30), single, 5ft. 2in., auburn hair, blue eyes, Catford, London.
Suzie (17), single, 5ft. 8in., brown hair, green eyes, Rossendale, Lancs.
Julie (17), single, 5ft. 8in., black hair, brown eyes, Rossendale, Lancs.
Cheryl (19), single, 5ft. 4in., blonde hair, green eyes, Cardiff.
Rita (35), divorced, 5ft., fair hair, green eyes, Portsmouth.
Mandy (18), single, 5ft. 3in., brown hair, blue eyes, Bracknell, Berks.
Anne (18), single, 5ft. 10in., brown hair, hazel eyes, Binfield, Berks.
Sally (18), single, 5ft. 4in., brown hair, brown eyes, Wellington, New Zealand.
Marlene (44), divorced, 5ft. 2in., dark hair, blue eyes, three children, Minehead, Somerset.
Michelle (35), divorced, 5ft. 5in., brown hair, hazel eyes, Beaconsfield, Bucks.
Chris (28), divorced, 5ft. 9in., fair hair, green eyes, two children, Bromley, Kent.
Nicola (16), 5ft. 5in., fair hair, blue eyes, Minehead, Somerset.
Pam (29), separated, 5ft. 6in., brown hair, hazel eyes, one daughter (8), Plymouth.
Louise (18), single, 5ft. 4in., brown hair, blue eyes, Horley, Surrey.
Elizabeth (29), single, 5ft. 4in., brown hair, brown eyes, Cornwall.
Lorraine W. (22), divorced, brown hair, hazel eyes, Bristol.
Pat (34), divorced, brown hair, Burton-on-Trent, Staffs.
Jocelyn (27), single, 5ft. 2in., brown hair, grey-green eyes, Poole, Dorset.
Tina (22), single, brown hair, blue eyes, Bristol.
Pat (21), single, 5ft. 1in., brown hair, brown eyes, Douglas, Isle of Man.
Lorraine (19), single, 5ft. 2in., fair hair, blue eyes, Douglas, Isle of Man.
Gail (16), 5ft. 4in., brown hair, blue eyes, Watford, Herts.
Melanie (17), single, 5ft. 6in., brown hair, blue eyes, one son, Gosport, Hants.
Lynn (20), single, 5ft. 3in., fair hair, blue eyes, Oxford.
Delyth (19), single, 5ft. 7in., brown hair, brown eyes, Pembroke Dock, Dyfed.
Wendy (26), divorced, 5ft. 2in., brown hair, hazel eyes, two daughters, Portsmouth.
Frances (29), single, 5ft. 2in., brown hair, Plymouth, Devon.
Julie (18), single, 5ft. 5in., blonde hair, green eyes, Cambridge.
Dawn (21), single, 5ft. 2in., brown hair, green eyes, Benfleet, Essex.
Wendy (17), single, 5ft. 7in., brown hair, grey-blue eyes, Boldon, Tyne & Wear.
Irene (37), divorced, 5ft. 2in., brown hair, green eyes, two children, Gillingham, Kent.
Anne (33), single, 5ft. 7in., blonde hair, blue-green eyes, Plymouth, Devon.
Joyce (60), widow, 5ft. 7in., dark hair, hazel eyes, Westcliff-on-Sea, Essex.
Anne (27), single, 5ft. 2in., fair hair, blue eyes, Nottingham.

Moir (31), divorced, 5ft. 2in., fair hair, blue eyes, two daughters, Jarrow, Tyne & Wear.
Lyn (32), divorced, 5ft. 2in., brown hair, blue eyes, two children, Southsea, Hants.
Tracy (17), single, 5ft. 7in., blonde hair, blue-green eyes, Cupar, Fife.
Marie (24), single, 5ft. 4in., brown hair, hazel eyes, Birmingham.
Jackie (20), single, 5ft. 3in., blonde hair, hazel eyes, Ryde, Isle of Wight.
Stella (17), single, fair hair, brown eyes, Middlesbrough, Cleveland.
Janet (40), single, 5ft. 2in., brown hair, brown eyes, Ashford, Kent.
Gillian (32), single, 5ft. 5in., brown hair, blue-green eyes, Plymouth, Devon.
Deborah (18), single, 5ft. 6in., brown hair, blue eyes, Oldham, Lancs.
Anita (38), single, black hair, blue eyes, Wrexham, Chwyd.
Donna (20), single, 5ft. 4in., fair hair, blue eyes, Reigate, Surrey.
Sarah (15), 5ft. 5in., brown hair, green eyes, Guildford, Surrey.
Pauline (18), single, 4ft. 3in., dark hair, brown eyes, Buckfastleigh, Devon.
Sharon (17), single, 5ft. 7in., brown hair, green eyes, Plymouth, Devon.
Melinda (16), 5ft. 6in., brown hair, hazel eyes, Croydon, Surrey.
Lynn (55), single, 5ft. 3in., dark hair, hazel eyes, Birmingham.
Helen (17), single, 5ft. 5in., blonde hair, green eyes, Glasgow.
Janet (19), single, 5ft. 4in., blonde hair, Duinfield, Cheshire.
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Sharon (20), single, 5ft., brown hair, blue eyes, Portsmouth.
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Jennifer (42), widow, 5ft. 10in., brunette, blue eyes, Shaftesbury, Dorset.
Sally (31), divorced, black hair, green eyes, Yeovil, Somerset.
Annette (19), single, blonde hair, blue eyes, Bow, London.
Lynn (27), single, 5ft., blonde hair, blue eyes, Warrley, W. Midlands.
Debbie (18), single, 5ft. 8in., auburn hair, brown eyes, Andover, Hants.

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Linda (19), single, 5ft. 4in., blonde hair, blue eyes, Plymouth, Devon.
Beverley (22), single, brown hair, brown eyes, West Bromwich, W. Midlands.
Jacqueline (22), single, brown hair, grey eyes, Bingley, Bradford.
Sandy (20), single, 5ft., blonde hair, brown eyes, Leamington Spa, Warwickshire.
Pam (18), single, 5ft. 2in., auburn hair, brown eyes, Luton, Beds.
Megan (34), divorced, 4ft. 11in., auburn hair, hazel eyes, Bridport, Dorset.
Patricia (29), single, 5ft. 3in., brown hair, brown eyes, Gillingham, Kent.
Judith (33), single, 5ft. 3in., black hair, black eyes, Gosport, Hants.
Linda (40), divorced, 5ft. 8in., brown hair, brown eyes, Gosport, Hants.
Wendy (28), divorced, 5ft. 6in., blonde hair, blue eyes, one daughter (6), Horsey, London.
Yvonne (30), single, 5ft. 5in., blonde hair, blue eyes, Broadstone, Dorset.
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Fiona (17), single, 5ft. 8in., brown hair, brown eyes, Haverfordwest.
Daphne (41), divorced, 5ft. 4in., brown hair, brown eyes, one daughter, Kingsbury, London.
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Eileen (19), single, 5ft. 3in., fair hair, hazel eyes, Liverpool.
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Pamela (39), divorced, 5ft. 8in., brown hair, brown eyes, two children, Cardiff.
Deirdre (34), separated, 5ft. 7in., blonde hair, green eyes, Nottingham.
Dawn (18), single, 5ft. 6in., blonde hair, brown eyes, Burton-on-Trent, Staffs.
Yvonne (21), single, brown hair, blue eyes, Leicester.
Victoria (22), single, 5ft., brown hair, green eyes, Doncaster.
Linda (23), single, 5ft. 3in., brown hair, green eyes, Romford, Essex.
Claire (22), single, brown hair, Manchester.
Sandra (17), single, 5ft. 8in., red-blonde hair, hazel eyes, Sittingbourne, Kent.
Julie (17), single, 5ft. 6in., brown hair, blue eyes, Rainham, Kent.
Shirley (17), single, brown hair, green-blue eyes, Liverpool.
Enid (46), divorced, 5ft. 4in., blonde hair, blue eyes, Blaydon-on-Tyne, Tyne and Wear.

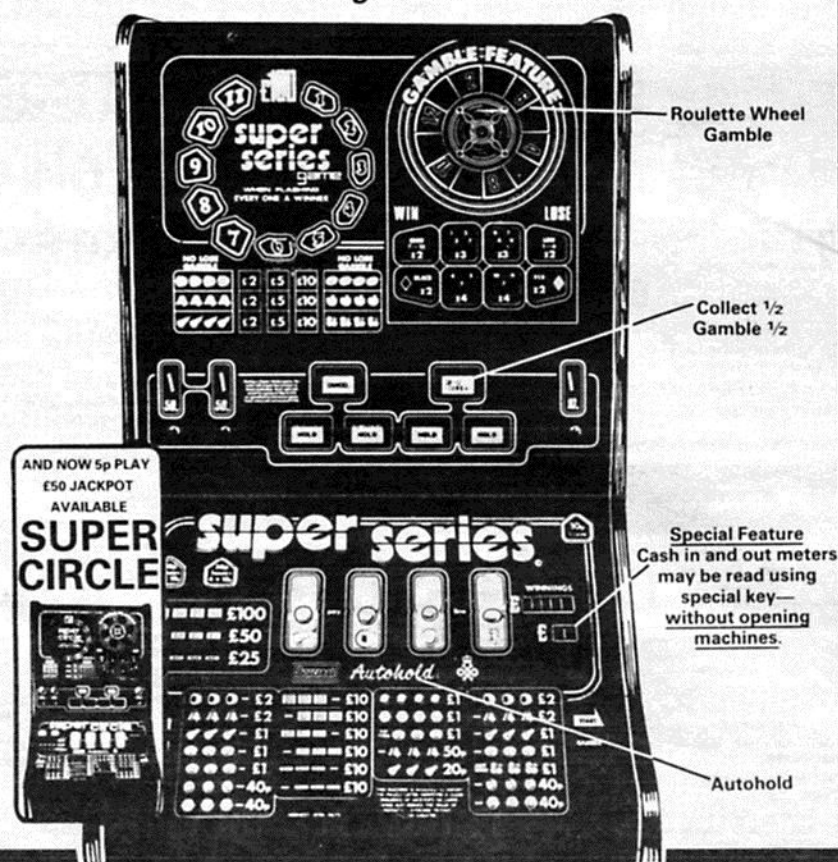
Vicky (29), divorced, 5ft., dark hair, hazel eyes, Halesowen, W. Midlands.
Betty (19), single, 5ft. 4in., black hair, black eyes, Auckland, New Zealand.
Mandy (17), single, blonde hair, green-blue eyes, Liverpool.
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Marian (20), single, 5ft. 1in., brown hair, blue eyes, Birmingham.
Trudy (18), single, 5ft. 4in., brown hair, blue eyes, Gillingham, Kent.
Jodi (28), separated, 5ft. 4in., brown hair, brown eyes, Tunbridge Wells, Kent.
Cindy (19), single, 5ft. 6in., brown hair, brown eyes, Rochester, Kent.
Fiona (22), single, 5ft., brown hair, blue eyes, Plymouth, Devon.
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Debbie (21), single, 5ft. 9in., fair hair, blue eyes, Peacehaven, Sussex.
Jacqueline (21), single, 5ft. 6in., brown hair, blue eyes, Kirkby-in-Ashfield, Nottingham.
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Cindy (23), divorced, 5ft. 2in., blonde hair, hazel eyes, Paignton, Devon.
Teresa (17), single, 5ft. 6in., brown hair, blue eyes, Stanfold-le-Hope, Essex.
Pauline (56), divorced, 5ft. 4in., auburn hair, brown eyes, Southsea, Hants.
Linda (32), single, 5ft. 6in., Stockport, Cheshire.
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Jackie (31), divorced, 5ft. 3in., blonde hair, blue eyes, three children, Fort Lauderdale, Florida, USA.
Anita (21), single, 5ft. 6in., fair hair, blue eyes, Southend-on-Sea, Essex.
Barbara (31), divorced, 5ft. 4in., chestnut hair, blue eyes, one child (13), Enfield, Mddx.
Angela (19), single, 5ft. 5in., blonde hair, blue eyes, Plymouth, Devon.
Jo-An (42), divorced, 5ft. 5in., fair hair, blue eyes, Preston, Lancs.
Lynne (23), divorced, 5ft. 5in., brown hair, brown eyes, Peston, Lancs.
Susan (18), single, 5ft. 6in., brown hair, hazel eyes, Wimbledon, London.
Jenny (38), single, 5ft. 6in., auburn hair, hazel eyes, Wimbledon, London.
Angela (19), single, 5ft. 8in., auburn hair, hazel eyes, Wimbledon, London.

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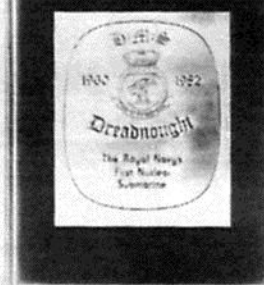
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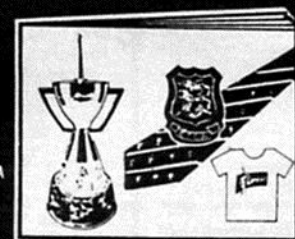
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LADS SIGN OFF WITH FLOURISH

IN A BUSY climax to the naval soccer season the Navy Youth team appeared in two important finals and Portsmouth won the keenly-contested Inter-Command competition, writes Jack Sheppard.

Undeclared this season in the South West Counties Cup, the Youth side were appearing in the final against Somerset at Victory Stadium on April 24. On their way to the final they beat Devon, finalists in the All-England FA County Youth competition.

Last month the Youth side returned to Texas to defend the Dallas international youth tournament title that they won so well last year. The Navy lads beat Trinidad 2-0 (goals by Dean Roberts and Mick Gaugman of Collingwood), and Paris of

Soccer

Mexico 4-1 (Nobby Hall, Hermes; Dean Dodman, Illustrous; and Gaugman), and lost to Dallas Titans 3-0 in their section.

In the quarter-finals they beat Texas Longhorns 2-1 (Roberts and Steve Ryan, Collingwood) and then overcame Toronto Select 3-2 (John Gulley, Hall and Ryan) in the semi-finals.

REPEAT FINAL

The final was a repeat of 1982 — RN Youth v. Nigeria — only this time the result was reversed. The Nigerians, without doubt the best side in the 14-strong tournament, are being groomed to represent their country as seniors in the 1984 Olympic Games.

They won 3-1, although Russel Wilson of HMS Intrepid had the consolation of scoring the only goal conceded by the Nigerians in their seven-match programme.

PORTSMOUTH

Portsmouth upset favourites Plymouth to take the Inter-Command honours with a solid 3-1 win in the final staged at CTCRM Lympstone. Gary Ridgeway in the Pompey goal, aided and abetted by Paul Wellings and Matt McCarthy in a resolute defence, shut out Plymouth's Navy-strength attack of Dutchy Holland, Colin Salmon and Mark Williams.

Brigham Young got through a lot of work for Portsmouth and Kevin Maddocks wrapped it up with two excellent goals.

In the semi-finals, Plymouth were far too strong for Scotland and won 5-1, and Portsmouth ran out 7-6 winners over the Royal Marines after two star-studded sides had had to settle their differences with extra time and penalties.

JUBILEE CUP

HMS Heron were representing the Royal Navy in the Watney Mann and Truman Breweries-sponsored Naafi Jubilee Cup competition which was kicking off on April 28.

Marathon

ROYAL NAVY athletes took several top places in the Gosport marathon run on April 4. CPO John Tracey from HMS Collingwood won the 1,300-strong men's race, and Wren Sue Hutton (Collingwood) and CWPT Nuala Atkey (Nelson) were second and third out of 70 women entries.

John Tracey finished in a time of 2 hrs. 29min., while Sue Hutton recorded 3 hrs. 1min. in what was her first outing over the classic distance.

Other naval finishers were — 5, PO Bill Vinton (Osprey) 2.38; 7, LMA John Stephens (Antrim) 2.41; 18, CPOWTR John Duckworth (Nelson) 2.45 and second veteran to finish; 55, CPO George Morralee (Vernon) 2.59; 68, Sgt. Bill Coupland (RM) 3.01.

AFTER SOME YEARS in the doldrums, the Combined Services hockey team produced a highly creditable performance in the Hockey Association's divisional tournament at Nottingham on April 17 and 18.

Poor results in recent years had put Services' position very much at risk in this tournament, which serves as England's final trial.

Pre-tournament fixtures against Home Welsh, Ladykillers (hockey's version of the rugby Barbarians) and Islanders gave the side much useful preparation and resulted in a fine 2-0 win over Islanders.

Prominent in these early games were the Navy's Welsh internationals, Lieut. Robin Martin (40 Cdo) and Lieut. Tony Lages (HMS Figgard).

Despite the loss of three players to the South Atlantic, including Robin Martin, the Services' outstanding individual, the squad's spirits were high for their opening game against the South, who fielded seven internationals.

SERVICES OUT OF DOLDRUMS

Combined Services were desperately unlucky to lose 2-1. They were superior tactically but the result hinged on two controversial umpiring decisions late in the second half. One gave the South a penalty which was duly

Hockey

converted, the other disallowed a cracking goal fired in by Graham Leach of the RAF.

A much relieved South went on to win the tournament.

Immediately after this game the Services went on to play a fresh Midlands team. After a bright start they faded predictably in the

second half and conceded two late goals in losing 3-1. Play off for fifth place was lost 1-0 to the North, and once again Services were denied a late equaliser when airman Tony Hedley's powerful shot was judged to be dangerous.

Sub-Lieut. Alyn Lamb (RNEC Manadon) had a fine tournament and must have impressed the England selectors with his ball-winning ability and intelligent distribution.

Lieut.-Cdr. Alex Wallace (RN Submarine School) can be pleased with Services' performance in his first year as team manager. His only disappointment was when three promising young players declined to commit themselves because they had had too much hockey, thereby depriving themselves and Services of valuable experience.

Squash

Winners all the way!

AN ELATED Royal Navy squash team rounded off their Cumberland Cup league campaign with a 4-1 win over Blackheath. It gave the Navy a 100 per cent. record in their 18 matches, and a record points total of 115 out of 126.

It also means the Navy have won promotion to Division Three, the second promotion in successive seasons.

GIBRALTAR TOUR

Six Under-25 players plus coach Halford and manager Lieut.-Cdr. Brian Woodgate travelled to Gibraltar for an end-of-season trip that gave the players some invaluable experience.

Noticeable performances came from Sub-Lieut. Ian Lockwood (Pembroke) and AB Gary Fry (Glamorgan) who both won all four of their matches. SA Steven Prior (Daedalus) lost his games but continued to show the improvement that is rewarding his dedication to training.

Biathlon

Dunleavy takes title

PMT PAT DUNLEAVY won the Navy senior biathlon individual title in HMS Raleigh on March 27. The team competition was won by HMS Heron A.

Dunleavy, an independent entry from RNH Haslar, won the running competition and was second in the swimming to finish with a total of 2,164 points.

Second and third were Thomas (Heron A) and Ankin (Collingwood). Collingwood were second in the team championship, with Raleigh third.

Other results were: Junior men's individual — 1, Seabrook (Raleigh); 2, Townroe (Nelson); 3, Wood (Cambridge). Team — 1, Raleigh; 2, Mercury; 3, Cambridge.

Women's individual — 1, Warland (Heron); 2, Greenwood (Raleigh); 3, Rowing (Excellent). Team — 1, Heron A; 2, Excellent; 3, Collingwood.

Rackets

THE SECOND Royal Navy v. Army rackets match played at BRNC Dartmouth ended in a 2-0 win for the Army although both matches were closely contested.

Results were: Maj. E. B. C. Aitken and Lieut. T. Breimeyer beat Lieut.-Cdr. A. B. Trentham and Lieut.-Cdr. J. Luard 16-13, 15-9, 15-11, 6-15, 15-12; Lieut.-Col. I. Dobbie and Lieut. A. Wolstenholme beat Cdr. R. D. Hunter and M. Scott 10-15, 13-16, 18-16, 15-7, 15-6, 18-13.

Vive le Navy!

THE MARGIN between victory and defeat is never great in Inter-Service matches these days, writes Mike Vernon.

Having lost to the Army by four points in the dying minutes a fortnight earlier, the Navy, with a ten-point deficit to pull back after 20 minutes, nosed in front of the RAF in the last quarter, only to lose to two penalty goals, the RAF thus becoming the first holders of the Windsor Life Trophy by 16 points to 14.

Shady Lane, from a tapped penalty, and debutant John Burden from a Gerry Price break, scored good tries for the Navy, and Colin Youldon kicked two penalty goals.

Weakness in set pieces and ball handling skills, and lack of attacking options and of a reliable place kicker proved the margin between wooden spoon and the title, which the RAF claimed, again narrowly, the following Saturday, while a depleted US Portsmouth side were battling to a rare but gallant victory against the full might of Blackheath.

FRENCH TOUR

It was the nucleus of this US Portsmouth side, augmented by an equal number of determined Westos, who, after a succession of hiccups occasioned by the Falklands crisis, were finally permitted, subject to daily telephone reporting, to honour the Navy's commitments to their French hosts from April 8 to 16. The way they achieved this, with a makeshift pack and without a recognised scrum half, but with immense courage and application and no little skill, is now a matter of history and their record of winning all three matches will stand as a target for Royal Navy touring sides for many a year to come.

SET THE TONE

A 15-7 win over Chateauroux set the tone, with Peter Tomlin and Steve Creighton scoring tries and Mick O'Shea adding the conversions and a penalty goal.

The Royal Navy provided the climax to an Easter Monday all-day festival of rugby against a reinforced Terrasson side with a 19-12 victory. A crowd of 2,000 saw Tomlin score a try, Powell drop a goal, and



Frantic action in the Royal Navy v. RAF rugby match at Twickenham. Carrying the ball is Peter Tomlin, while Steve Creighton (11) goes "over the top" and Chris Allcock (13) covers up.

Picture: LA(Phot) Paul Gibson.

O'Shea kick four crucial penalty goals.

Last game was against Gueret, whose pack was the strongest faced by the Navy on the tour. But the tourists played like tigers in the loose and won 21-12. O'Shea kicked two penalty goals and added the minor points to tries by Steve Creighton and Bobbie Penfold, and Tomlin's flair made the game safe with a snap drop.

Altogether an unbelievable performance, based on commitment, guts and team spirit and to which Jeff Blackett, Jim Patrick,

Rugby

Andy Hamlett, Mike Greaves, Phil Rees, Bartholomew Earnshaw, Dusty Miller, Gary Ulliott and Geoff Smith all made a memorable contribution.

I'm sure they will forgive me if I single out for special mention model tourist O'Shea for his immaculate contribution of 26 of the 55 points scored; Doog Powell for his coolness in all three games despite the somewhat erratic service from gallant but

rusty emergency scrum halves Dave Hambrook and Bobbie Penfold; Ian Russell for his outstanding line-out play; Rob Thompson for his superhuman work rate; "senior professionals" Tony Witham and Scouse Heffield for their indomitable all-round contribution; and last but by no means least skipper Tomlin for his versatility and leadership from the front.

My thanks, to him especially for filling in the gaps in my education concerning such diverse characters as Quasimodo, Rupert and Jackson, and to the whole party for a timely reminder, not only of the true values of our great game in all its aspects, but also of the unchanging character and adaptability of the British naval man.

HMS SULTAN'S rugby club has had an exceptional season, winning the Command Area Cup and the Lamb's Navy Rum-sponsored inter-establishment sevens, and reaching the semi-finals of the Navy Cup.

Until the Falklands crisis threw a spanner in the works, Sultan had been planning a self-sponsored two-week tour to California in April.

Golf

NAVY GOLFERS started last season by beating Dorset. This year the tables were turned, writes John Weekes.

The match was played at Isle of Purbeck GC and the result was again close. We had our usual trouble with the morning four-somes, losing them by 3½ to 1½. Navy champion Lieut.-Cdr. Malcolm Edmunds (Figgard) teamed up with his normal partner Lieut.-Cdr. Brian Grant (RNH Stonehouse) and they scrambled a win on the last green.

Cdr. Ron McLean (Daedalus) and Lieut. Alan Bray (Daedalus) got the half. This is Ron's last year in the Navy and he has been playing golf for the RN for almost 30 years! A tremendous record.

The afternoon singles were remarkable for the number of halved matches, three in all —

DORSET TURN TABLES

Malcolm, Ron and Cpl Bill Parker (40 Cdo). Bill bravely holed a nasty curly putt on the last green to save his match.

We also had three winners. Lieut. Ian Yuill (Collingwood) won by a whisker and LWTR Eddie Comerford (MCM2) on the 17th. Lieut.-Cdr. David Sandford (Sirius) played last and won by a slightly larger margin. We thus only lost the singles by 4½ to 5½ and the match by nine games to six.

Fixtures

MAY

- 1 — Modern Pentathlon: Tewkesbury triathlon (Tewkesbury).
- 8 — Cricket: U25 v US Plymouth (Mount Wise).
- 8-9 — Sailing: Invitation team race (West Kirby); Kayak: Old Windsor (Berks); Kayak: Red Locks (Bath).
- 9 — Cricket: U25 v Devon U19 (Mount Wise); Kayak: Marlow (Berks).
- 12 — Athletics: RN v Cardiff v St Luke's (Cardiff); Cricket: U25 v Chairman's XI (Portsmouth).
- 13 — Cricket: U25 v Royal Marines (Portsmouth).
- 15 — Tennis: King's School Canterbury OBA; Judo: RN v Western Area (CTCRM Lympstone); Fencing: RN v Wales (Portsmouth); Equestrian: Royal Windsor Show (Windsor).
- 16 — Cycling: Circuit races (Lee-on-Solent); Kayak: Bedford (Bedford); Tennis: Hurlingham (Greenwich).
- 17 — Volleyball: Inter-Service championships (Worthy Down).
- 19 — Athletics: RN v ULAC v Metropolitan Police (London).
- 20-21 — Cricket: RN v Incogniti (Portsmouth).

- 22 — Tennis: Roehampton (Greenwich).
- 22-23 — Modern Pentathlon: Tetrathlon national (Bedford); Golf: RN v Cornwall (Tehidy Park).
- 22 — Cycling: 30 Mile TT (Harrogate); Equestrian: Tweseldown (Novices) (Tweseldown).
- 23 — Cycling: 3-Up Team TT (Harrogate); Tennis: AELTC (Greenwich).
- 24-25 — Cricket: RN v Gloucestershire II (Portsmouth).
- 24-28 — Modern Pentathlon: Inter-Service Pentathlon (Cranwell).
- 28 — Cricket: RN v Oxford University (Oxford).
- 30 — Kayak: (Bradford on Avon).

JUNE (first week)

- 2 — Cricket: RN v Sussex II (Hove); Fencing: Inter-Services triangular (Portsmouth).
- 4 — Cycling: Track championships (Reading).
- 5 — Tennis: Mannamead LTC (HMS Drake); Cycling: road race (Aborfield).
- 5-6 — Kayak: Tryweryn (Bala).
- 6 — Cycling: 25 Mile TT (Aborfield); Kayak: Fledbury (Evesham); Tennis: Torquay (HMS Drake).

Falklands put a brake on ship finals

THE FLEET responded magnificently to the call for entries in the various Fleet winter sports competitions. Maxi, Midi and Mini Ship knockout competitions were as popular and as hotly contested as ever, though the departure of so many ships to the South Atlantic has rather upset the orderly progress of many scheduled semi-finals and finals.

There was a 100 per cent. entry from the nine major units in all three Maxi competitions, and a very large entry of more than 55 ships in each of the Midi Ship knockouts.

Hockey and rugby were less popular with the Mini units, chiefly because of the considerable travelling involved between Rosyth and Portsmouth where most of them are based. As a result, the Mini hockey and rugby competitions were cancelled, although the soccer knockout went ahead with 15 entries.

Until the Falklands crisis blew up, all competitions were making good progress to the semi-final and final stages. Two finals, in fact, had already been played, between HMS Hermes and HMS Intrepid for Maxi rugby honours, and between the submarines Sealion and Porpoise to decide the Mini soccer competition.

TOO STRONG

Mighty Hermes proved too strong for the Intrepid's considerably reduced complement, and won by 20 points to six. A well-drilled Hermes pack ensured that much of the possession went to the side from the carrier. Depleted Intrepid's consolation was that she did well to reach the final, and caused some major upsets in reaching it.

The Mini soccer final made history in that it was the first to be contested by two submarines. And what a final it turned out to be! A tremendously exciting match ended with LMEM(L) Charlie Cooke clinching it for Sealion with an extra time goal after full time had been blown at 5-5.

Porpoise scored two early goals, but Sealion hit back with three before half-time and added a fourth shortly afterwards. Porpoise came back with a penalty and two more goals to lead 5-4, before Sealion's skipper, LRO Kevin Jackson, equalised in the final minute with a superb diving header.



Triumphant Sealions after their exciting 6-5 win over HMS Porpoise in the first Mini Ship soccer final to be contested by two submarines.

The Fleet Recreation Officer, Lieut.-Cdr. Ron Lang, is now working out how to resolve the remainder of the competitions. In the exceptional circumstances now being faced, there appears to be no reason why the hockey and soccer competitions cannot be extended into the summer.

But RFU rules prohibit rugby being played in the United Kingdom after April 30. Latest situation is:

Maxi
Soccer final — Norfolk v. Invincible.
Hockey semi-final — Bristol v. Invincible.
Hockey finalist — Hermes.
Midi
Soccer semi-finalists — Southampton, Swiftsure, Arrow and Achilles.
Hockey semi-final — Achilles v. Splendid.

Hockey finalist — Southampton.
Rugby semi-finals — Penelope v. Renown, Brilliant v. Arrow.

SQUASH

Final of the Inter-Ship squash tournament was between HMS Southampton and HMS Ajax, and proved a one-sided affair. Lieut.-Cdr. Robin Bawtree, the long-reigning Navy champion, led Ajax to a 5-0 victory with only one game dropped.

FLEET RELAY

The new Fleet 100 x 1 mile relay over a measured course caught the imagination of many ships and already 14 have had a go for the two trophies on offer.

The Norfolk Trophy was presented by the Norfolk after her ship's company had run the first relay last August in a time of 10 hrs. 27 min. 35 sec. Six challenges were made, the best of

10.05.26 by HMS Coventry, the current holders. Until recently this time had been bettered (by two minutes) only by a shore establishment, HMS Defiance.

Because they were not eligible for the Norfolk Trophy, Defiance produced a magnificent bronze trophy depicting a clenched fist clasping a baton, to be known as the Fleet All-Comers Trophy.

Next holders of the trophy are likely to be HMS Glamorgan, who have posted a time of 9.56.46, the first ship to break the ten-hour barrier.

HMS Sheffield deserve recognition for their 100 x 1 relay run round the upper deck while the ship was at sea on Gulf patrol. Their time of 10.47.24 will not win them a Fleet trophy — even though it undoubtedly sets a world record for running at sea.

SPORT

Big Keith gets to Wembley

KEITH FERDINAND, the giant 19-year-old Royal Navy and Combined Services champion, will complete a remarkable season when he steps into the Empire Pool ring at Wembley on May 7 to meet Adrian Elliott in the final of the George Wimpey ABA national super-heavyweight final.

It will be the young Royal Marine's 14th bout at any level — this time last year he was a raw novice — and it matches him against an experienced international boxer and reigning heavyweight champion.

The Navy has now had a boxer through to the finals — two last year — in six out of the last seven years.

Yet Ferdinand was the least likely to succeed of the Navy trio who reached the ABA's All-England semi-finals at Gloucester on April 7. But AB Brian Schumacher, defending his middleweight crown, lost a desperately close decision against highly rated Jimmy Price, and AB Wayne Green was knocked out seconds from the end of a light-welterweight scrap that he was winning comfortably.

EYE INJURY

AB Nick Croombes should also have been on the bill but had to withdraw because of an eye injury sustained in training.

Ferdinand beat John Westgarth in an untidy bout at Gloucester, then was presented with a walk-over in the British semi-finals at Preston on April 14 when Scotland failed to contest the super-heavyweight division.

Wayne Green was counted out on his feet 2min. 25sec. into his third round against Birmingham's Clyde McIntosh. It was an extraordinary end to a fight which Green had appeared to be winning.

COUNTED OUT

Both men threw vicious rights, both connected, and both toppled to the canvas. But while McIntosh quickly got to his feet, Green struggled to rise at eight and was counted out on his feet.

Just when he needed it most, the eight times Navy champion's destructive punching power seemed to desert him. He caught McIntosh several times in the earlier rounds without, apparently, hurting him.

Perhaps the writing had been on the wall a few weeks earlier

Boxing

when he decked his Western Counties opponent four times, but failed to knock him out. A year ago that would have been unthinkable.

Green, now 27, has been a great Navy and Combined Services champion. His decision to retire from boxing, taken at the ringside shortly after his defeat, would allow him to go out with honour as one of the best light-welterweights in Britain.

BEST TWO

Brian Schumacher lost his title in a fight that would have graced the final itself. For that reason alone it was a shame the two best middleweights in the country should have to meet in the All-England semi-finals.

Schumacher easily won the first two rounds against Liverpool's Jimmy Price, the first with a series of stinging left jabs, the second with several explosive rights that forced Price to take a count of eight.

But the champion became ragged under intense pressure from Price in the third and was himself forced to take a standing count. Two judges scored it even, the third gave it to Price by a point. It could hardly have been closer.

FIRST SON

The week was not without triumphs for Schumacher, however. Two days before the semi-finals his wife Dawn presented him with their first child, Brian Lee.

Both Croombes and Schumacher are still in line for Commonwealth Games selection, and Ferdinand may well get a shot at the European junior championships at Munich in July.

Both Army boxers on the bill at Gloucester, lightweight Carl Crook and light-heavyweight Denis Bailey, were beaten on points.

Volleyball

AIR'S TROPHY

NAVAL AIR retained the Inter-Command volleyball championship with a thrilling series of victories over Plymouth, Portsmouth, Medway and the Royal Marines.

Having disposed of Plymouth in straight sets, Air met Portsmouth in a match that lived up to pre-tournament expectations. Air took the first set, Portsmouth equalised. Air took the third, and Portsmouth again levelled after two hours on court.

Portsmouth sailed into a six-point lead at 9-3 in the decider with Air looking nervous and tired. But clever substitutions by coach CPO Taylor rested Air players for a late burst while Portsmouth edged on to a 13-7 lead. With Portsmouth serving and their strongest attack at the net Naval Air Command showed their finest skills to win back the serve and claw back three points from long rallies.

At 10-13 down, Air reintroduced their rested attackers and tore Portsmouth apart. The match had lasted an epic three hours and five minutes.

Next day Air Command met the undefeated Royal Marines and powered to a 3-0 win with a demonstration of the best attacking play ever seen from an Air team. Earlier they had disposed of Medway, also in straight sets.

Spirited Nelson

FIRST NAME on the impressive Lambs Navy Rum Trophy will be that of HMS Nelson. Sportsmen and women from the Royal Naval Barracks carried off four of the nine competitions to finish comfortably ahead of HMS Sultan.

The event, sponsored by Lambs Navy Rum who contributed the major trophy, nine miniature cups and £500 for the Portsmouth Area Central Sports Fund, is to become an annual event.

It was keenly contested by more than 500 RN personnel from Portsmouth Area establishments.

Nelson won the squash and volleyball competitions, and the Wrens' six-a-side hockey and rounders, while HMS Sultan took the seven-a-side rugby — and with it the Portsmouth Area title — and the men's six-a-side hockey.

Wanted: One fast bowler

DESPITE losing narrowly both to the Army and Royal Air Force last year, the Royal Navy are determined to bounce back in 1982. With the Under-25 representative side winning their Inter-Services and three of the juniors getting senior caps, there is an experienced nucleus to build upon, writes Derek Oakley.

Sub-Lieut. Tony Izzard will skipper the side once again.

A good young quick bowler would be a distinct asset and with MEM Andy Chester's continued progress as a slow left arm, the Navy at last have variety in their attack.

Lieut. Charlie Hobson RM is the new skipper of the Under-25s. The rules have been altered this year to allow senior capped players to be included and his batting and experience should be invaluable, along with Lieut. Robin Hollington RM who also played at senior level.

Cdr. Roger Moylan-Jones will captain the Combined Services in a season which includes three-day matches against Ox-

Cricket

ford and Cambridge Universities and the touring Australian Universities and Young West Indians. The Oxford (June 23-25) and Australian (June 16-18) matches will both be played at US Portsmouth.

● SHIPS' cricketers are invited to turn out for US Portsmouth which has a full programme of league and friendly fixtures.

Anyone interested should contact Lieut-Cdr Mike Hodgetts (Daedalus ext 532), Lieut Mike Mairs (Collingwood ext 330) or LWTR Andy Collier (Centurion ext 2123).

Swimming

On course between the piers

A COURSE for long distance swimmers in the Services is being held at HMS Temeraire and at Southsea seafront from May 14 to 22. It will end for some of the participants in the annual Two Piers Race from South Parade to Southsea on May 22.

Ten Navy swimmers are likely to be involved.

The process of re-building the Navy water polo team goes on when the command competitions get underway next month, splashing off with Portsmouth's on June 2 and 3. The Navy knockout cup is decided on June 11, and on the following day the Navy representative side takes on Bracknell in the first round of the ASA's national club competition.

Drafty's lot: 4,000 and rising!

IN THE FIRST fortnight of the Falklands Islands Task Force operation, 4,000 draft orders were issued by the Navy's drafting organisation, and the number has continued to rise.

Most of this drafting has been done by telephone, and the response, both from units and the personnel involved, is reported as "magnificent."

The drafting organisation say they do not know of any man who failed to respond to the call, which in many cases was at less than 48 hours notice to join — and most were on leave.

"Although short warning drafting is still the order of the day — and will be for some time to come — notice to move is now generally extending to slightly more generous time-scales — days rather than hours!" says Drafty.

'Trade ships'

About 300 men (and some women) are now in the unfamiliar surroundings of vessels known as "ships taken up from trade". Many others found themselves back in RN ships they had just left — and a few found themselves firmly back in

a Service they were about to leave.

"Communications Branch ratings, those concerned with helicopter operations and certain key technical rates have been in particular demand, but every branch has been touched to some extent.

"The barrel of blokes is by no means empty, but there has been a very uneven uptake of personnel from shore establishments, which will probably not be sorted out until some time after the operation is over."

For the drafting organisation itself, it has been a hectic period, with long hours worked.

"At time of speaking we are only tidying up existing draft orders for about one month ahead," said Drafty. "A lot of drafting orders currently issued no longer make any sense, but

on the other hand there is not much sense in cancelling DOs for some time ahead which might still be possible."

An assurance was given that the aim was to keep as much normal drafting going as the supply of uncommitted manpower allowed.

Early warning

Both Drafty and the computer knows who has been moved for the operation, but he warns that even when a return to accepted drafting rules looks a viable proposition, some of the temporary drafts may take on a look of permanence.

"How do you unscramble scrambled eggs — we're working on it. When the time comes, we hope to give the recipe to Drafty's Corner."

THE FORCE

● From page one

mercial vessels was chartered or requisitioned, needing modifications to varying degrees. By late April, 35 civilian ships had been taken over in this way, including 19 tankers.

Amid a massive show of patriotism, the carriers *Hermes* and *Invincible* sailed out of Portsmouth. So did the assault ship *Fearless*, and later it was announced that her sister ship *Intrepid* (already being destroyed) would be joining in. (Only recently both had been reprieved from being phased out).

Guided missile destroyers involved included HM ships *Sheffield*, *Glasgow*, *Coventry*, *Antrim* and *Glamorgan*, and the frigates included HM ships *Arrow*, *Alacrity*, *Antelope*, *Broadsword*, *Brilliant*, *Plymouth* and *Yarmouth*.

Reported as involved too was

a number of nuclear-powered hunter-killer submarines.

The RFAs involved with the Task Force include *Fort Austin*, *Appleleaf*, *Tidespring*, *Pearleaf*, *Brambleleaf*, *Olmeda*, *Resource* and *Stromness*, together with the RFA logistic landing ships *Sir Galahad*, *Sir Geraint*, *Sir Lancelot*, *Sir Percival*, and *Sir Tristram*.

Naval parties joined the commercial vessels, while some, like the minesweeping trawlers, have RN commanding officers and ships' companies.

The 44,807-ton liner *Canberra* sailed from Southampton as a troop carrier and hospital ship, with many Royal Marines and paratroopers embarked, while the 17,000-ton schools cruise ship *Uganda* became a hospital ship after rapid conversion work at Gibraltar dockyard. Both carried RN medical and nursing teams.

Later it became known that the survey ships *HMS Hecla*, *Hydra* and *Herald* were being prepared as casualty ferries, which, in action, could be used to carry troops to the big hospital ships.

The sailing and support of the RN Task Force was made possible through great efforts by the ships themselves and many Service and civilian personnel in bases, dockyards, stores and offices.

The Army became heavily involved, with many soldiers and much equipment sailing. The RAF too were much involved, including movement of personnel, stores and equipment to places like Gibraltar and Ascension Islands.

Four trawlers requisitioned

Four trawlers were requisitioned for fitting out as minesweepers, with RN ship's companies. They are the *Northella* (1,238 tons), *Farnella* (1,207), *Junella* (1,615) and *Cordella* (1,238). Three of them were at sea in late April. The *Pict* (1,478), a trawler which will act as a support ship, was also at sea.

Cargo vessels for transport of equipment included: *Stena Seaspread*, a 6,061-ton North Sea support vessel, which can be used as a repair and maintenance ship; the P and O roll-on, roll-off ferry *Norland* (12,988); *Townsend Thoresen's Europic Ferry* (4,190); *Finnanger*, a 21,267-ton Norwegian freighter; the P and O roll-on, roll-off cargo ship *Elk* (5,463) for transporting armoured vehicles; and

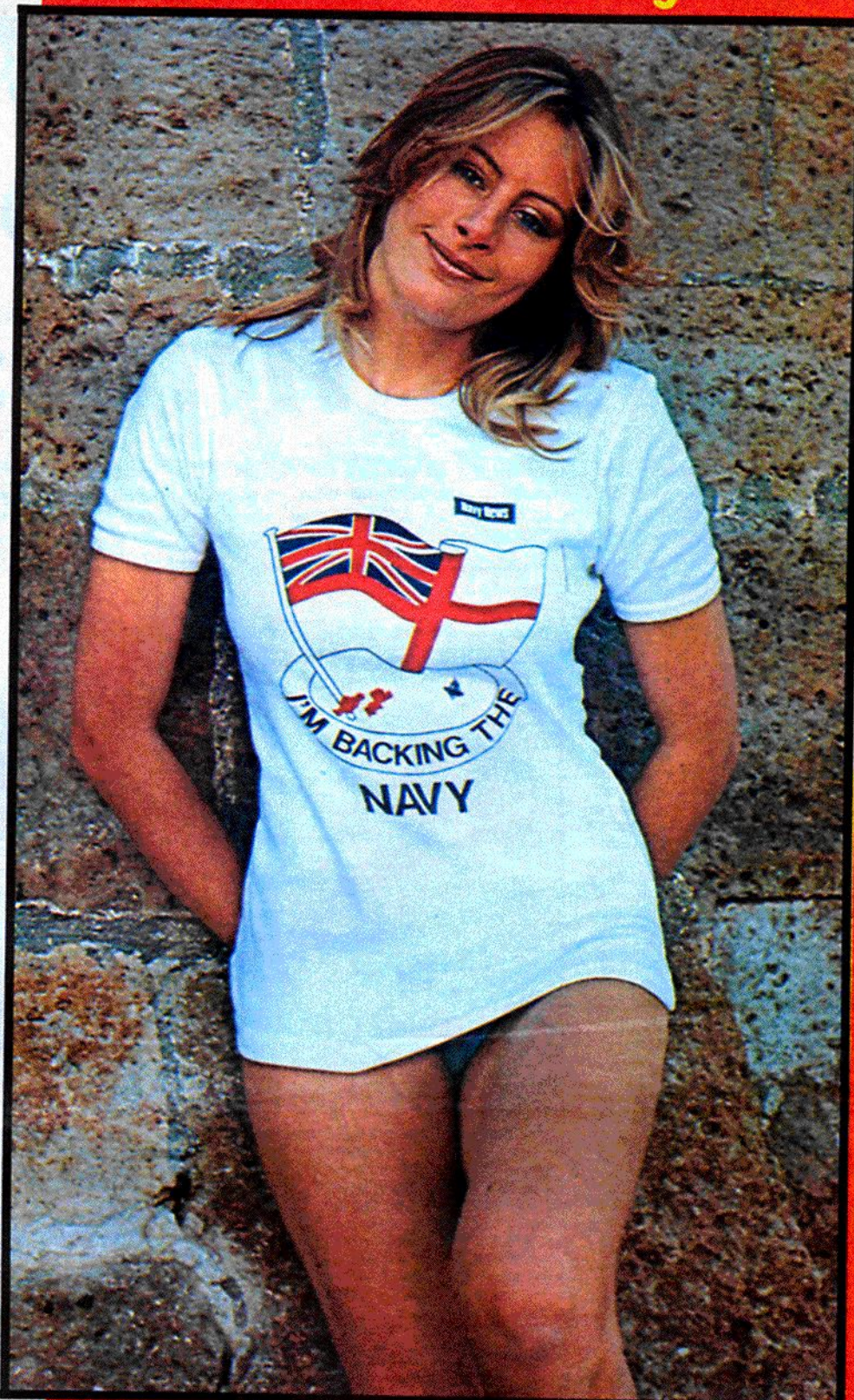
Cunard's Atlantic Conveyor, a 14,946-ton roll-on, roll-off ship, which went to Plymouth for work to allow her to transport Harrier jump-jets to augment those which sailed earlier with the *Invincible* and *Hermes*.

Tugs included the *Salvageman* (1,598), and *Irishman* and *Yorkshireman* (each 686).

The long list of tankers chartered includes the *Esk*, *Tamar*, *Tay*, *Test*, *BP Test*, *BP Dart*, *Esso Fawley*, *BP Wye*, *BP Avon*, *G.A. Walker*, *Shell Ebura*, *BP Ivy*, *BP Fern*, *Cortina*, *Luminetta*, *Irionman*, *Fort Toronto*, *Corona*, and *Anco Charger*.

The tonnages range up to 20,000, and the charters are for varying periods.

Michelle shows the flag



MICHELLE SHEPHERD is one of the many girls at home who are backing the Navy to the hilt — and just to make sure that everyone knows it she's wearing a T-shirt specially made for Navy News. Michelle — promotions assistant, part-time model and former Radio Victory Personality Girl — lives near Portsmouth where her favourite hobby is gardening.

The Navy News T-shirt was produced and supplied by Meakins Sports and can be obtained direct from them at 105 London Road, North End, Portsmouth, Hants, for £1.95 each plus 25p postage and packing. Sweat shirts are £4.95 plus 55p p&p.

Shirts can be printed with the alternative slogan: "Falklands Task Force" — and a number of these will soon be on their way to the Force's RN ships, with the compliments of Navy News.



Bustling scene of Sea Harriers and aircraft controllers on the *Hermes* flight deck.

Picture: PO(Phot) Len Cobbett

Field gun 'angel' dies

A 23-year-old RO1, in training as "flying angel" with Portsmouth field gunners, died after an accident during a run in HMS *Excellent* on April 20. Stephen Allen, of Poole, was crushed during the stage when the sheerlegs fall, it is understood.

NO NEWS ON PAY

THERE was no indication at time of going to press of an imminent announcement about this year's Service pay award.

However, news of the annual award — traditionally made in the spring following submission to the Prime Minister of the report of the Armed Forces Pay Review Body — was awaited with much interest.